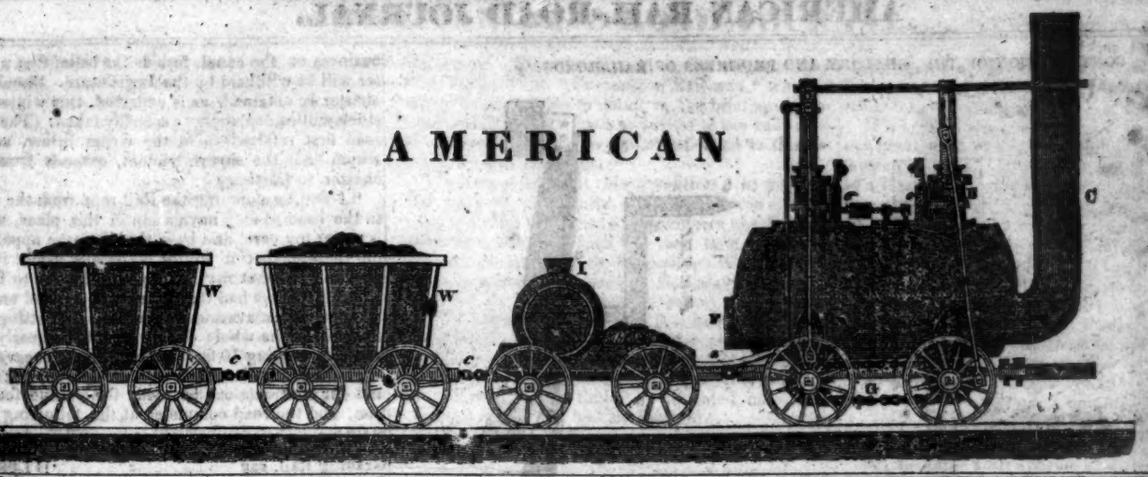


RAIL-ROAD JOURNAL.

VOL. I. NEW-YORK, JANUARY 21, 1832. NO. 4.

AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 21, 1832.

RAIL-ROAD JOURNAL.—This, the *4th number* of the AMERICAN RAIL-ROAD JOURNAL, makes its appearance under far more favorable auspices than either of its predecessors. The universal favor with which it has been received, and the extent of its subscription list, thus far almost *unprecedented*, places its continuance beyond a doubt, with those who are familiar with the foundation upon which it is established; but for the satisfaction of those who are not acquainted with these facts, and to whom the publisher is unknown, he has been permitted to refer to the following gentlemen, whose names, he is sure, are a sufficient guarantee that those who may patronize the Journal will not be disappointed in the performance of what has been promised.

WILLIAM A. DUER, Esq. President of Columbia College.
JAMES RENWICK, Professor in Columbia College.
JAMES G. KING, Esq. of the City of New-York.
SAMUEL SWARTWOUT, Esq. Collector of the Port.
Messrs. GRACIE, PRIME & CO., Merchants.

With this assurance, we again issue an extra number of copies, which will be sent to gentlemen in this city and in different sections of the Union, with a hope that *many, aye, very* many, who may receive it, or see it in the hands of others, will consider it worthy of their patronage, and remit immediately, *in advance and free of postage*, $3, the amount of one year's subscription, as it is *only* upon these terms that a paper containing so much, and of so varied a character, can be afforded at that price.

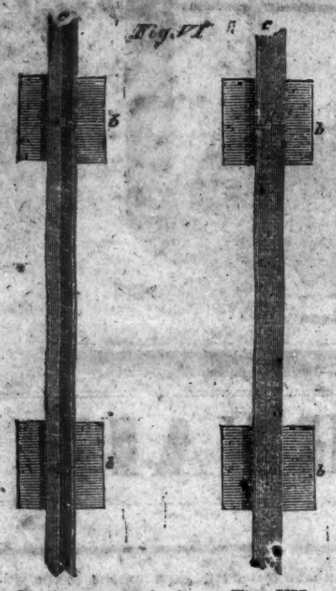
THE ILLINOIS AND MICHIGAN RAIL-ROAD.—We desire to call the attention of our readers, and especially the citizens of New York, to this important work. It is surprizing that, after the completion of the Erie Canal, so little has been said in relation to the communication between Lake Michigan and the Steam Boat Navigation of the Illinois; and it is still more surprizing, that the country, its advantages, fertility and commerce, with which this work would bring us into direct intercourse, is so little known to our citizens. Any person can perceive, by a glance at the map, that a part only of the objects of the Erie Canal are attained, until the completion of the Ohio Canal, together with some mode of direct and easy communication between Lake Michigan and the navigable waters of the Illinois, which will turn almost the entire trade of a vast and fertile region of country bordering upon the Ohio, Illinois, Upper Mississippi and Missouri rivers, to New York for a market for its products and the purchase of its millions of merchandize. The Erie Canal was intended, by its enlightened projectors, as a *first* link in the vast chain of internal communication which is to unite the east with the *far* west, and to make neighbors of the inhabitants of a thousand miles distance. They saw with almost a prophetic eye, the importance of connecting that rapidly improving country with this city by an easy mode of transportation, and various routes have been suggested, at different times, for uniting, by a canal, the Lakes with the Ohio, the Wabash, and the Illinois. Ohio, next to New York in *enterprize*, has taken the first step to accomplish this noble project, and her canal is nearly completed. Illinois, although comparatively in her infancy, now comes forward with a proposition to do her share in the great work. She wishes to direct the current of her rapidly increasing trade through the Erie Canal to this city. And if it comes—it will not be alone, but in company with that of Indiana, Missouri, and the numerous states yet to be formed in that direction. An easy communication from the navigable waters of the Illinois with Lake Michigan will, in *ten* years, bring in this direction an amount of business nearly, if not *quite*, equal to that which is *now* done through the Erie Canal, which will otherwise find a market elsewhere; and the return trade will be proportionably great. Is not this circumstance worthy of the consideration of the citizens of the State, but more especially of the *city* of New York? Who then are more deeply interested in the success of this work than those who would receive tribute for the passage of its immense trade through their canals, and commissions upon its sales? Who, indeed, are so *much* interested in its success as the merchants of this city, whose business would thereby be greatly extended, and whose profits, of course, proportionably increased? None—none, perhaps, unless it be the owners of *real-estate here*, and of military bounty lands in Illinois, the value of which would be so much enhanced. But it is insisted by some, that the period has not *yet* arrived for the commencement of this work. So was it contended by some of our most enlightened citizens, when the *Erie Canal* was the subject of discussion, and so has it ever been in all undertakings of magnitude and public utility. What are the effects of the successful termination of that gigantic, of that *splendid* enterprize? Behold them in the vastly increased trade and enhanced value of property in this city. Behold them in the flourishing condition of that section of country benefitted by the facilities it affords. Behold them, indeed, spread over a vast extent of country whose inhabitants have taken lessons in the *primary* school of New York, and are now engaged in works of a similar character.

If such are the benefits arising from Canals, upon which transportation may be effected at the rate of three or four miles an hour, for eight or nine months in the year, what will be the results of the *new* mode of communication by Rail-roads, upon which transportation may be effected at the rate of ten, fifteen, and even *twenty* miles an hour, during the whole year? We are bold to say that they will be, at *least* in proportion, superior to the *present*, as *it* is to that which preceded; and that the prosperity and intelligence of the country will be comparatively great. If, then, such are to be the advantages of Rail-roads in this country, and if the benefits are to be in proportion to the facilities afforded for a given amount of capital, perhaps none of the numerous Rail-roads now in contemplation in this country, will be more productive than that named at the head of this article.

This Rail-road is to commence at Chicago on Lake Michigan, and continue in a south-westerly direction eleven and a half miles to the summit level; in which distance the ascent is only 25 feet, or a fraction over two feet to the mile. A short distance after passing the summit level it is to cross and continue along the river Des Plaines, passing in its course the Du Page, Wreck or Aux Sable, and Fox rivers, to the foot of the Illinois Rapids, the distance of eighty-five miles, with a descent of one hundred and seventy feet, or precisely two feet to the mile, thus giving in the distance of 96 1-2 miles, only 195 feet rise and fall, and which is so uniform through the whole distance, that the route may be performed by locomotive engines, with their trains attached, at any reasonable velocity, without the aid of a single stationary engine, a remarkable circumstance, which perhaps cannot be found on *any other* route of the same extent—where the water courses afford such valuable manufacturing privileges.

The extensive fertile country bordering upon the noble rivers which would be tributary to this Rail-road, and the Galena lead mines, the produce of which would mostly take this direction to market, and is said to be equal to the entire consumption of the United States, together with the return trade, must furnish an amount of business which would insure to the capitalist a liberal return upon his investment in a stock that would continue to increase in value as the population of the country increased in numbers. [For want of room, we are compelled to defer, until our next, the most interesting part of this article.]

CONTINUATION OF THE "HISTORY AND PROGRESS OF RAIL-ROADS."]



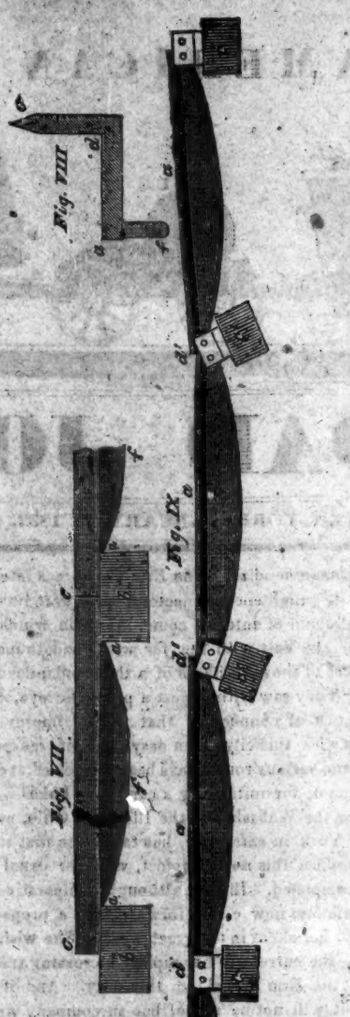


Fig. VI. is a ground plan: Fig. VII. a side view: and Fig. VIII. a section of the most improved form of this kind of rail;—c c c c are the rails, four feet long, placed upon stone supports, about a foot square, and eight inches deep, as shewn in Figs. VI. and VII.: at the ends of each rail, when they are laid against each other on the stone support, a small square piece is cut or left out in casting the metal, increasing in size upwards, so that when the two ends are laid together, these two holes form a sort of square hole through the ends of the rail, narrowing downwards; a perfectly level and horizontal groove is then made on the top of the stone, and the rail imbedded in it; a hole, corresponding with the square hole of the rails, is drilled into the stone, about half the depth; an iron pin is then driven into the stone through the hole in the rails, which having a bevelled head fastens them down to the stone, one half of the pin securing one rail, and the other half the adjoining rail, as shewn in the drawing; these nails are generally from three to four inches long.

Fig. VIII. is a section of the rail; a d, the bottom or wheel-track, about four inches wide and an inch thick, which is made quite level; d e, the flange or upright ledge to keep the wheel upon the part a d, of the rail, and a f a, the flange projecting downwards to strengthen the rail; the upright flange is the same height throughout the whole length of the rail, as shewn in Fig. VII. being no higher than is necessary to secure the wheel upon the proper track, and which of course requires no greater depth in one part than another, and the height adding to the friction of the carriage-wheels, it will necessarily be made as low as possible; hence we find it never exceeding three inches. This restriction in the height of the upright edge limits the form of the section, and renders it not that of the greatest strength; the resistance to fracture being as the breadth and square of the depth, the horizontal part a d of the rail, while it adds to the cost, does not in the same degree add to the strength; the upright section d i, being the only part in that position which presents the strongest form of section; this, however, as previously stated, being limited in height or downright projection, has been cast upon the opposite side of the buoying section of the rail shown by a f, *Fig.* VIII. and a f a, *Fig.* VII., the form of this as shewn in the latter figure, is such as to secure equal strength in every part of the rail, being deeper in the middle, f, and tapering away in a parabolic or semi-elliptic form, in both directions, to the ends of the rail.

This form of rail, with very trifling modifications, constitutes the most modern plate rail; until very lately they were universally made of cast-iron; but about a year ago some were made of wrought-iron; the latter have as yet, however, been very partially used.

Soon after the introduction of cast-iron rails, a form of rail, called the "Edge Rail," was brought into use. Mr. W. Jessop, in 1789, formed the public Rail-road at Loughborough with this kind of rail, the upper surface of which was of an elliptical figure, with flanges upon the wheels to guide them upon the tracks of the road.

In the wooden Rail-ways, the upper rails were convex on the surface, and upon one side of the periphery of the wheels a flange projected downwards about an inch, which served to keep the wheel upon the rail; when the plate rail was introduced, the form of the periphery of the wheel would be altered, being made quite flat and of less breadth; and the rim of wheel, for the edge-rail, was again brought back to the same form as that of the wooden Rail-road.

Fig. IX. represents an elevation or side view of the edge-rail, as mostly used in late years, which consists of a bar of cast-iron, from three to four feet long, and about one-half or three-quarters of an inch thick, swelling out at the upper part to two or two inches and a half broad, for the wheel to run upon, and placed upright, within a sort of chair, upon the stem supports. These rails, when first used, were not secured upon the stone or wooden sleeper by a separate chair or pedestal, but had a flat bearing projecting outwards, on each side, at the end of the rail, through which were square holes for the pins or nails to pass, that fastened them to the sleepers.

It is evident that this form of rail combines the greatest strength with the least expenditure of material; for, being placed upright, they present the greatest depth in the direction of the stress or strain upon them.—[*To be continued.*]

[*From the Dansville (Livingston County) Chronicle, Jan. 5.*]

ROCHESTER AND DANSVILLE RAIL-ROAD.—Subjoined is an extract from a letter from a distinguished individual of Rochester to a gentleman of this village. In addition to the information it affords upon the subject of the Rail-road, it shows that those who have the best opportunity of judging of the probable success of the enterprize, entertain the most sanguine expectation of its accomplishment. Indeed the importance of the work, not only to the region of country through which the Road will pass, but to the state, as it will certainly benefit the state property by increasing the business on the canal, forbids the belief that a charter will be withheld by the Legislature. Should the charter be obtained, as is expected, this winter, the stock will undoubtedly be speedily taken. (The Rail-road first referred to by the writer below, and of which he is the superintendent, extends from Rochester to Carthage.)

"I find, in pursuing the Rail-road from the canal to the head of ship navigation in this place, which is under my care, and have the direction appertaining thereto, that it will be materially useful in understanding what may be done on the one to Dansville. We have had the route surveyed and an estimate of the excavation, which requires cutting and embanking the whole distance, and for nearly half a mile averaging 10 feet cutting. This excavation, or grading, as it is called, is under $1,000 per mile, and our contracts can be made for a stone foundation, and the road completed at the following estimate:—

	per mile.
Grading Rail, say	D 1,000 00
Iron, with flange for Rail	1,986 00
Spike	75 00
2112 large blocks of stone, 4 cubic feet, at 25 cents,	528 00
Chips of stone, or rubble,	132 00
Yellow pine rail, 6 by 9 inches, at 5 cts. per foot,	528 00
Building road, 1,50 per rod,	480 00
Gravel for horse path, and engineering,	250 00
Cost per mile,	4,279 00

We find that we can contract for large stone blocks, weighing one fourth of a ton, delivered at from 20 to 25 cents each. I think the following would be a fair estimate of the Dansville Road:

For grading, per mile,	D500 00
Large stone blocks at 30 cts. 2112	633 60
Yellow or Norway Pine Rails, 6 by 9 in. 10560 feet, at 4 cts.	422 40
Iron with flange for rail per mile,	1800 00
Spike,	88 00
Laying or building road when materials are delivered, D1 50 cts. per rod,	480 00
Engineering per mile,	250 00
Chips of stone placed round the large stone blocks near surface,	126 00
	D3,800 00

We are now satisfied that it is best for us to build our road with large stone blocks, five feet from center to center, and increase the size of the rail, and bolt or pin the rail to the stone, without iron castings, &c. and you perceive the stone may cost 40 cents nearly, and bring the estimate at D4,000 per mile. We shall early in the spring, have a specimen of road and its cost. The more this subject is investigated, the more importance you will find it for your place, as well as the whole Valley of the River, and no exertion should be spared to get a favorable charter. I have had some correspondence with certain capitalists, and there is no doubt of the stock being taken, and hope we may be prospered as soon as possible completed. I do not know of any road that will be proposed, that the expense would be more limited in its construction. There will probably be great confusion in the Councils of our legislature in consequence of the multiplicity of Railroad applications, and this circumstance may in general defeat all the applications, unless this subject is well managed.—This application will be more likely to succeed than any other known to me. In further explanation of the use of stone for the foundation, our plan is to use large stone of any description the round, or irregular granite stone, or hard heads as they are called, or any stone, no matter how rough, if it has sufficient bulk. These small blocks, as they may be called, with the best side up, placed five feet from centre to centre, and one inch, say, above the line, or bottom of rail, with the rail scribed to the stone, in place of the stone being hewn, and the rail pointed or screwed by wooden pins, with holes drilled into the stone, will make a much better road than the Schenectady road.

The rail will be placed within two or three inches of the ground, and chips of stone, or small stone placed around the large ones, near the surface, if we guard against frost. These irregular stones can generally be had convenient to the route, where are not quarries, and are, I think, better than any other.—These stones are all under ground, except a small portion of the upper side, and the larger they are the more solid the road. Art cannot form a better foundation than the stone alluded to, as you see them embedded in the cleared lands,

I have thus stated the subject to show the simplicity of thus placing stone, and the laying of a wooden rail, six by eight or nine inches. Collectively there can be no doubt of a road being constructed, covering all contingencies, and a far superior road to the Schenectady road, (if done by practical men,) for $5000 per mile, secure against frost, and permanent, except once, say, in ten years, to renew the wooden rail.

RAIL-ROAD IN FRANCE.—A Rail-road is certainly about to be constructed from Paris to Rouen, with branches to Havre and Dieppe. The capital will thereby become connected with the principal manufacturing town, and the seaports on the channel. This work must be attended with immense advantages to the internal prosperity and trade of France, which, owing to the want of good roads and channels of communication between the different parts of the Kingdom, has hitherto presented a striking spectacle of inactivity when compared with the extraordinary life and bustle pervading every portion of the neighboring Kingdom of Great Britain.—[Baltimore American.]

SUSPENSION RAIL-WAY.—The following notice of a plan for such a Rail-way, is from the Boston Centinel of 13th instant. We shall seek some further information in relation to it:

There is at this time no subject of more general interest than that of Rail-ways. They appear to be the order of the day, from one end of the country to the other: the Legislatures of many of the States now in session, are beset with petitions on the subject: a New York paper says that the Speaker's table is covered with them: half a dozen petitions are now before our own Legislature, by different companies, for a Rail-way to Salem. The subject is of peculiar interest to Massachusetts and those parts of New England which have not the advantage of large rivers. The great desideratum, therefore, is to ascertain *what kind* of Rail-way is best adapted to our climate, face of the country and resources.

The Railways hitherto brought into use in this country and Europe, have consisted of double parallel rails, adapted to the double wheels of the carriages used. We have recently had an opportunity to examine a model of a Suspension Rail Way, constructed on a different principle and requiring but a *single rail*, and altogether adequate to perform the functions of the two rails hitherto used to advantage. However startling this may appear at first blush, the difficulties will disappear on inspection. This is none other than Sargent's Suspension Rail-Way, invented by Col. Henry Sargent, of this city. Instead of resting on an embankment near the ground, the rail in this instance, is elevated some sixteen or twenty feet above the surface, on a series of wooden supporters, inserted in the ground, in the shape of an inverted V, represented imperfectly thus,—

A A A A. These supporters run up into a more acute angle than is here represented and the bases are on different sides of the middle of the way. The carriages or cars are attached to fixtures moving on a single wheel on the rail above, and straddling the rail somewhat as a pair of saddle-bags hang over the sides of the saddle. The effect is, that although supported by a single wheel, there is no liability to fall over, or to lose its balance in the least. The centre of *gravity* being always far below the centre of *oscillation*, the carriages must necessarily remain suspended without the possibility of being dismounted.

But it is impossible to convey any adequate idea of this Rail-way, on paper, without accompanying it with an accurate draught of the whole apparatus, to present which is not within the range of our ordinary types. In the above meagre diagram, keeping in view that the bases of the angle are not *immediately under* the line of the rail, but for stability placed on each side of it, the principle will be seen. The result is that cars for the conveyance of passengers or merchandize may be borne on a *single rail*. The first grand advantage proposed by this kind of Rail-way, is the substitution of *one rail* for *two*, and a consequently saving of expense on this account. The next advantage is the substitution of a wooden frame work, for the common embarkment of earth and stone, and the consequent saving of expense in this country, where wood is abundant, and the labor of entrenching comparatively dear. Moreover, this kind of work could be carried over rivers with more facility than if a double rail were requisite, and slight undulations in the surface of the ground pass'd over, would be met without difficulty, by varying the length of the supporters. Considerations of this kind are of vast importance in the construction of Rail-ways. There are also other advantages proposed in favor of the "Suspension Rail-way," which it would be impossible to detail in the brief space and time which we now have to devote to the subject.—Our present object is to attract attention to this peculiar kind of Rail-way.

We have stated that this invention was made by Col. Sargent, of this city, and a model was made by him, and exhibited to many individuals nearly thirty years ago, but the subject was then new, and it was suffered to languish in obscurity. Within a few years, however, a Suspension Rail-way has been introduced in England, and a patent secured by a man by name of Palmer, and it is now called "Palmer's Suspension Rail-way." The model has there been approved of by scientific men. On examination, it proves to be on precisely the same principle of the Suspension Rail-Way invented more than twenty years before by Col. Sargent.

Without professing to be versed in the science of Rail-ways, and without presuming to pronounce this kind superior to others, we do insist that it is worthy of the public attention. We are all comparatively ignorant on the subject: the science is new, and imperfect advances have as yet been made, either in this country or Europe. Every new improvement is therefore worthy of consideration. Perfection is only to be obtained by trying all sorts of experiments, and abiding by that which proves best by actual experiment. Let the unerring test be applied to this model, which has been invented by one of our own citizens: if it be more valuable than others hitherto in use, it will be of immense benefit to the different Rail-way companies, which are about to commence operations in our country. If it bear not the test of experiment, the expense will not be great; but should it prove successful, then, as the glory of having successfully applied the mighty power of steam to navigation already belongs to an American citizen, so will the honor of having projected the most approved Rail-way belong to a citizen of Boston.

[FOR THE AMERICAN RAIL-ROAD JOURNAL.]

UNIFORMITY IN RAIL-WAY TRACKS.—It is matter of regret with many of the friends of Rail-road improvements, that no measure has been taken to insure a uniform width of track. The advantages of such uniformity must be perfectly obvious, for the wheels of locomotive engines and cars must be so nicely adapted to the width of the track, that a very slight variation of this sort in the track of any two Rail-roads, will totally preclude the vehicles adapted to one road from being used on the other. So long as Rail-ways remain detached and distant from each other, no inconvenience will arise; but when we consider that most of the principal Rail-ways now in progress are connected by lines of steamboats, and that these Rail-ways must soon intersect each other, either by the extension of present lines or the formation of new ones, we are forced to conclude that this discrepancy in the width of tracks, will ultimately produce an infinitude of vexatious, transfers and delays which might easily have been avoided. The establishment of a specific width, by statute, in two or three of the principal States, would probably have influence sufficient to produce the desired uniformity in most cases throughout the United States; and even a conventional rule, agreed to by a few of the principal Rail road Companies might, perhaps, be the means of effecting this object. To show that there can be no valid objection to such a standard, it is sufficient to state that on the principal Rail-ways now being constructed, the actual difference of track is barely sufficient to produce the evil, and the tracks now in use might each have been conformed to the mean width of the whole without any possible detriment. Perhaps it may not now be too late to apply the remedy, either by an enactment of our own Legislature, or by a recommendatory resolution of Congress. Some provision of this kind seems necessary, in order to prevent much inconvenience when these works are brought to unite with each other, and united they must be, sooner or later, and it will then be too late to attempt a remedy.

Should our country at a future period be engaged in war, the evils of a dissimilarity in Rail-way tracks and the advantage of uniformity would be greatly magnified. Every intelligent mind must perceive that military operations, either for offence or defence, must hereafter depend greatly upon Rail-roads for their efficiency and [illegible] means.

If we can produce a uniform[ity] in the structure of our great lines of Railway, and [their various in]tersections by which our country will be traversed at a future day, the goverment may pos[sess a] mand trains of carriages sufficient to tra[nsport a] large force, with the necessary *material*, in an[y di]rection, and to almost any distance, with the greatest facility and dispatch, but on the disjointed and ill-adapted structures, which we are now in a fair way to obtain, no such concert and despatch of movement could be effected. By timely efforts the future usefulness of Rail-ways may be greatly increased, and such efforts to be successful need but to be properly concerted, and require no sacrifice of capital or of present advantages. C.

[FOR THE RAIL-ROAD JOURNAL.]

Mr. Editor—Your scheme of a *Rail-road Journal* has my hearty approval; a subject of great importance, from what has already been done, it is yet of far more engrossing magnitude when regarded in prospective. Lift the curtain; look ahead twenty years; if you have the nerve to peep into futurity. What behold you? A Rail-road from Portsmouth, to Boston, Providence, New York, Philadelphia, Baltimore, Washington, Richmond, Charleston, Savannah. One is from Washington to New Orleans, one to Buffalo, one to Nashville, one to Lexington, and the Mail running 25 to 30 miles an hour on each. Of lesser Rail-ways the number will be too great for me to pretend to indicate by special designation. To the country at large, the increased facilities of communication must be productive of the most beneficial results. How important, then, is it, that a faithful record should be kept of what is done, that information, at once popular and scientific, should be duly recorded and disseminated; that the sentiments and plans of intelligent men, on the subject, should be elicited, and put forth; in short, that the public, so nearly concerned, should have full and accurate information on the matter. Taking these considerations into view, it has appeared to me that a *Journal*, such as you propose to publish, and have commenced, to which writers may contribute, knowing that the information they convey will be sought in your pages, and to which readers desirous of information will naturally resort, cannot fail to be of high public utility. I wish you success with all my heart.

In one of your numbers I have seen a communication touching a Rail-road from Newburg to the seat of the Lackawana Coal Mines. The now known and duly estimated value of Anthracite Coal has so largely increased the demand and consumption as to warrant the construction of the proposed work, was this to be the exclusive article of transportation thereon. Canal stock in England—chiefly sustained by the coal trade—is in numerous instances from two to three hundred per cent. above par. A Rail-road striking the HEART of the coal region, where, of course, the perfectly pure Anthracite is found in abundance, (so very superior is it to that taken from the outskirts or extreme edge of the coal fields,) would have decided advantages over works that go only to the edge of the Anthracite *mines*. Moreover, it would seem to me, that, striking near to the Susquehannah, so as to communicate with the populous, busy, and prosperous settlements at Wyoming, would insure a return trade, at once profitable to the New-York merchant, from whose importations and stores goods of every description would be sent by that conveyance into the country; and the tolls of the company would be increased by a valuable return trade.

In the noble rivalry, existing between Baltimore, Philadelphia, and New-York, for the trade, in Northern counties, the consideration suggested, cannot but commend itself to New-York with much force. Our shrewd merchants will see, that while they tap the heart of the Anthracite Coal region, bringing a stream of that rich mineral to our wharves, if they can, and at the same time tap the Susquehannah, arrest the descending trade of that noble stream, an hundred miles below the New-York state line, that they accomplish a most important object. A word to the wise. The State of New-York ought not to hesitate to advance as much to this work as half a million to ensure its early completion.

CLINTON.

To the Editor of the American Rail-road Journal:—

In the last number of the American Rail-road Journal, I find you have inserted an extract from a pamphlet published by me more than twenty years ago. The statements therein contained, have happily been recently realized. This has emboldened me to suggest some further improvements, the object of which is to render the introduction of Rail-ways, through the streets of the city of New York, practicable.

The Harlaem Rail-road Company, I perceive, have, at length, obtained, by an ordinance of the Corporation, a location of their road, commencing at 23d street, and passing through the centre of the 4th or Broadway Avenue, to Harlaem river, a distance of 5 miles. It would surely be a very important object to render it practicable to continue the Rail-ways through Broadway as far as Trinity Church, opposite Wall street. That this can be effected, without causing any impediment to the passage of carriages of every description, I feel the utmost confidence. JOHN STEVENS.

Hoboken, Jan. 18th, 1832.

We are indebted to the politeness of the President of the Baltimore and Ohio Rail-way Company, for a number of interesting documents in relation to the stupendous undertaking from which that company takes its name. It is our intention to give, in a future number, a brief but general view of the country which the Rail-road traverses, and the advantages which must accrue to it from this most splendid link in the grand chain of internal improvement that must shortly bind our far spreading land together, not less firmly by physical, than it has been hitherto by moral bonds. In the meantime we prefix a short compiled account of the Rail-way, to the second report of the Chief Engineer, the most interesting details of which are copied below.

At a public meeting held at Baltimore in February, 1827, to take into consideration the best means of restoring to the city of Baltimore that portion of the western trade which had been diverted from it by steam navigation upon the Mississippi, a committee was appointed to report upon the efficiency of Rail-roads, and their comparative advantages over other means of internal communication as applied to the object in view. This committee, after a thorough examination of the subject, reported in favor of "A direct Rail-road from Baltimore to some eligible point upon the Ohio river," and their report was unanimously approved by the meeting, and application forthwith made to the Maryland Legislature, for an act incorporating a joint stock company with a capital of five millions of dollars, to be styled "The Baltimore and Ohio Rail-way Company."

In April 1828, the engineers, who had in the meantime been appointed and entered upon their duties, reported on the reconnoissance and surveys made in reference to the road. From this report, which is very comprehensive in its materials, we shall take another opportunity of giving some extracts. During this year a route for the road was secured from Baltimore to the Potomac river, a distance of sixty-six miles, and after overcoming the most formidable difficulties, and being at great expense for cutting and embankments, twenty-five miles of the road were ready for the reception of rails within the year; a very short space of time, when it is recollected that the quantity of excavation between the city of Baltimore and the valley of the Patapsco in a distance of seven miles is 655,568 cubic yards. The embankments along the same distance are 628,629 cubic yards, making together 1,284,197 cubic yards. The masonry on the section within the city, and on the first and second divisions of the road, is upwards of 56,000 perches of stone work, and along the valley of the Patapsco it has, in many places, been found necessary to conduct the road through extensive beds of hard granite or limestone, and at the "Buzzard Rock" the road has been carried through a solid mass of rock rising 50 feet above the surface. In October, 1829, the annual report of the Board of Directors represents them in possession of much valuable information, and no little experience. Occurrences, however, had taken place which prevented some of the views which their improved judgment suggested, from being carried into effect.—Certain subscribers to the Stock of the Chesapeake and Ohio Canal Company, a body not then organized, and some of the members of the Potomac Company, conceiving themselves interested in the proceedings of the Board of Directors on the Bank of the Potomac, obtained an injunction from the County Court of Washington County, restraining the further proceedings of the Board, in obtaining titles to lands over which the Rail-road had been definitively located. This led to a state of litigation between the two companies, which cramped the measures of both. The work of the Rail-way, however, went on at points were it was not affected by this collision, while the Directors, in order to ensure to the Company the practical benefits of whatever knowledge and experience works of this kind in G. Britain might afford, embraced the earliest opportunity to combine with the science already at their disposal, an acquaintance with the manipulations of workmen, and the means generally resorted to, in the various details of construction in that country.

To the accomplishment of this end Jonathan Knight, Civil Engineer, and Capt. Wm. Gibbs McNeill, of the United States Topl. Engineers, with Lieut. George W. Whistler of the United States army, embarked for England on the mission to which they had been deputed, and prior to their return to this country, they minutely examined every Rail-road of note or consequence in the United Kingdom.

They marked the rude execution of the original conception, and traced its gradual improvement, until it reached its present perfection, and unhesitatingly expressed their "entire conviction, of the *general efficacy of Rail-roads as a speedy, certain, and economical means of conveyance.*" The objects of this mission are stated in the report from which these facts are derived, to have been attained in bringing within reach of the Directors, and at their control, a knowledge of the means best recommended by previous experience in the execution of similar works; and it is surprizing to observe the effect of this information in giving renewed vigor to the enterprize, and moderating the expenditures incident to it. And here it is worth recording as highly creditable to the liberality and intelligence of the districts through which the route was laid, that the Directors are enabled to state in their report of this year that "so general has been the good will of the public towards this undertaking, that a right of way for the road has been voluntarily conceded for the whole distance as far as the work has advanced, except in a single instance, where it was obtained by process of condemnation."

From the Board of Directors' Fourth Annual Report, made in October 1830, we learn for the first time, that the organization of an Engineer Department had been effected, and a plan digested, for the future government and regulation of all the operations of the company. The able Chief Engineer appointed under this re-organization, in his first annual report at this time, gives an encouraging view of the progress of the road and mentions several improvements in the Rail-way, which circumstances suggested. In the location of the Baltimore and Ohio Rail-road, it had frequently been found necessary, in consequence of the unevenness of the ground, and the sinuosities of the ravines to be traversed, to submit to curvatures of a radius of 400 feet.

Hence, one rail being longer than the other, sliding must take place over the difference of the distance, and as much more power is required to slide than to roll the wheels, consequently, much loss of power would ensue, unless it should be prevented by a coned surface to the wheel, which should cause it to run on the rail with circumferences of different lengths. With assiduous attention to the subject, the ingenuity of the Chief Engineer, by a combination of the cone and cylinder, produced what is called the *cone and cylinder wheel*, which has been made and brought into use, and found to be productive of the most valuable results on Rail-ways. Several minor improvements and many valuable observations are also recorded in this Report. The completion of the contracts for the double track to Ellicott's Mills, and a single track for twelve miles farther, occupied the remainder of this season. Of the present state of the road, the reader may judge for himself by perusing the following extract from the last report of the Chief Engineer, rendered October 1st, 1831:—

Second annual report upon the progress and present condition of the graduation and masonry of the Baltimore and Ohio Rail-road.

CITY, FIRST AND SECOND DIVISIONS.—At the date of my first annual report, the city and first and second divisions of the road were finished, with the exception of the 26th section of the first, and the first section of the second divisions. Statements were then rendered exhibiting the actual cost of the sections completed, and an estimate of the two sections at that time unfinished.

The city division commences at Pratt street, and ends at the "first stone," or S. W. boundary of the city of Baltimore:—The first division begins at the termination of the city division and ends at a point on the northern edge of the Frederick turnpike road, at Ellicotts' Mills. These two divisions embrace a distance of 13 miles and 22 78.100 poles. Their cost for graduation alone has been $381,599 27 1-2, or per pole $91 23 1-10, being equal to $29,193 92 per mile. Their cost for masonry alone has been $224,313 31 1-2, or per pole of road $53 62 7-100, and per mile $17,160 64: And the cost for graduation and masonry together $605,912 59, or per pole, $144 85 8-100, and per mile, $46,354 56.

On those divisions, several very large bridges, some smaller ones and a great number of culverts, were built, containing together 47,309 1-2 perches of masonry, at an average cost of $4 74-100 a perch of 25 cubic feet. A particular description of these structures may be found in my last annual report.—It is satisfactory to be able now to state that they have all stood the test of time, although they were constructed with unusual rapidity, and some of them were hastily loaded with embankments rising above the apex of their arches from twenty to upwards of 30 feet in height.

The second division commence at Ellicotts' Mills and ends at the Forks of the Patapsco river, comprising a distance of 11 miles and 219 89.100 poles. Its cost for graduation alone has been 89,447 7 1-2, or per pole 23 91 7-10, and per mile 7,653 44, and for masonry alone 28,880 4 1-2, or per pole 7 72 2-10, and per mile 2,471 04. Its cost for graduation and masonry together has been 118,327 12, or per pole 31 63 9-10, and per mile 10,124 48.

The bridges and culverts built upon this division contain 9,837 1-2 perches, and cost 2 93 1-2 a perch.

THIRD DIVISION.—This division begins at the Forks of the Patapsco and terminates on the summit of Parr's ridge. It is divided into 41 sections. The first 35 sections were commenced in August and September, 1830, immediately previous to the date of my last report. An estimate was then reported of their expected cost for graduation and masonry amounting to the sum of 110,020 97. They have all been finished and their actual cost has been 99,712 58, being 10,308 39 less than the estimate.

The remaining six sections were only placed under contract in the month of June last, and the work was not generally commenced until about the middle of July. On these sections are the inclined planes No. 1 and 2, the graduation of which is heavy. It is, however, expected that they will be finished by the 20th of this month. The masonry on them will be completed by that time, with the exception of the stone viaduct across the Frederick turnpike road, which was begun only a few days since, it having been previously intended to pass the Rail-way over that road on a wooden structure. This viaduct will be so far completed by the 1st November as to offer no impediment to the laying down of the rails.

Tables M and N show the actual and estimated cost of the various sections of this division, both for graduation and masonry.—the lengths of the sections,—the quantum and description of the masonry in each, &c. The length of the division is shown to be 17 miles and 104 29-100 poles, and its actual and estimated cost for graduation alone is 103,518 55 per pole 2) 38 5-10 and, per mile 6,523 20,—for masonry alone 19 171 08. or per pole 3 45 7-10, and per mile 1,136 24: And for graduation and masonry together, 122,193 28, or per pole 23 84 2-10, and per mile 7,659 44.

Table N, shows that the quantity of masonry built and to be built in common culverts and detached walls, is estimated at 4,465 3 4 perches, at a cost of 6,357 39 1-4, or per perch 1 42 3 10.

That the masonry already constructed and to be constructed in bridges, is estimated at 3,438 perches, at a cost of 12,813 68 3-4, or per perch 3 72 7-10.

That the masonry of every description on this division will amount to 7,903 3-4 perches, and will cost 19,171 08, or per perch 2 42 1-2.

On this division there are four bridges and one viaduct; the chords of the arches of these bridges are respectively, 12—40—20 and 25 feet, and that of the viaduct 20 feet.

Fourth Division.—This division begins on the summit of Parr's ridge, 42 miles and 26 96-100 poles from Pratt-street, Baltimore, and terminates on the west bank of the Monocacy river. It pursues the ravine of Bush creek, on the south side of that stream for about 4 1-2 miles, when it crosses to the north side over a stone bridge of one arch of 25 feet chord. Thence it traverses the north side of the stream to its confluence with the Monocacy, over which river it passes upon a bridge of three hundred and fifty feet in length. This division is divided into 26 sections.

The last or western ten sections, were commenced in December, 1830. Those sections are all finished and the rails laid upon them excepting a few hundred feet, embracing a hard rocky cut of forty feet in depth. It is believed, that this short piece will be prepared for the reception of the rails, in the course of fifteen or twenty days. An estimate of the cost of those ten sections was furnished in January last, for graduation and masonry, amounting to the sum of 47,183,70. It is now ascertained, that the cost cannot exceed the sum of 45,375 70, being 1,808 less than the estimate.

In the month of June last, the 16 eastern sections of this division were put under contract, but the work upon them was not generally commenced until about the 20th of July. The inclined planes, Nos. 3 and 4, are on the first and third sections.—Those sections include a distance of 48,663 feet, of which about 38,000 feet are now prepared for the reception of the rails. And upon the 5th and 6th sections, the rails have been already laid, as well as upon several other parts. These two sections embrace a distance of 7,700 feet, or very nearly 1 1-2 miles. They pass through a dense and heavily timbered forest, and although the work on them was not begun before the 25th day of July, yet the rails were placed upon them before the 25th of September, being within 60 days from the time they were commenced.

Tables O and P exhibit the actual cost of such sections of this division as are finished, and an estimate of such as are not yet completed. By these tables the length of the division is shown to be 14 miles 163 08-100 poles—the cost of the graduation alone to be 103,518 55, or per pole 22,29 5-10 and per mile 7,134 40—that of the masonry alone, including the cost of two superstructures of wood, to be 32,719 29 1-4, or per pole 7,04 6-10, and per mile 2,254 72: and that of the graduation and masonry together, to be 136,237 84 1-4, or per pole 29,35 1-10, and per mile 9,389 12.

Table P shows that the number of perches of masonry in common culverts and detached walls will be 4,240 1-2, and will cost 6,600 98, or per perch 1,55 6-10.

That the number of perches in bridge or arched masonry will be 5,347 1-4, and will cost, including a superstructure of wood of 12 feet span over a farm road, and that of the superstructure of wood of 350 feet over the river Monocacy, 26,118 31 1-4 or per perch 4,88 4-10.

That the whole number of perches of masonry on this division, of all kinds, will be 9,587 3-4, and will cost, including the expense of the above superstructures of wood, 32,719 29 1-4, or per perch 3,41 2-10.

On this division there are six stone bridges, viz: four of arches of 12 feet chord each, and two of arches of 10 and 25 feet respectively; and one viaduct over a farm road of 12 feet span, composed of stone abutments and wooden superstructure. Also a bridge across the Monocacy, the abutments and pierce of which are of stone and superstructure of wood. This bridge has three arches of 110 feet span each, the chords of which are elevated above the low water-line of the Monocacy 26 feet. Its whole length is 350 feet 3 inches, and its width is 23 feet 8 inches. It is so constructed that its floor forms a roof impervious to water, and securely protects the timbers beneath from the weather. The sides are to be weather boarded and painted. The masonry in the abutments and piers amounts to about 3,000 perches. The piers are ten feet thick at the top, and they, as well as the abutments, were raised from a rock foundation at a slope of one inch base to one foot altitude. They rise 22 feet above low water. This bridge was undertaken last November, by Mr. Lewis Wernwag. Every possible exertion has been made by that skilful and enterprizing bridge builder, assisted by two of his sons to complete the work within the time stipulated by contract. It was fully expected that the abutments and piers could have been founded last fall, but an unusual rise of the river rendered this impracticable. But for this circumstance, the bridge would have been finished before the present time. No doubt, however, exists but that it will be placed in such condition, if not entirely finished during this month, as to admit of the rails being laid upon it.

This bridge affords to the river three clear vents of 104 feet each. If it should be thought advisable hereafter, to substitute stone or brick arches for the present wooden arches, this may easily be effected by the erection of three additional piers, and the construction of six arches of about 45 feet chord each. The abutments and piers now built, are considered to be sufficiently substantial to support arches of that size.

Fifth Division.—This division is divided into 16 sections and commences at the western end of the Monocacy bridge, and after pursuing the descending valley of that river for about a mile and a half, gently diverges from it, and, in its route to the "Point of Rocks" on the Potomac river, its point of termination, passes over one of the most fertile sections of our country, part of which is the large and beautiful manor of the venerable Charles Carroll of Carrolton.

The work on this division was not generally commenced until the month of January last. Indeed that on the 11th, 12th and 13th sections was not begun until April. The proprietors (Messrs. Michaels,) of the land over which these 3 sections pass, having positively refused to permit the entrance of the agents of the Company, within their limits, before the right of way was condemned by a jury, and the inclemency of the winter was such, that a jury could not act before spring.

An estimate of the cost of this division for graduation and masonry, was submitted last January, amounting to the sum of $95,296 91. It is now fully ascertained that its cost cannot exceed $78,682 50, thus shewing that the actual cost will fall short of the estimate, about $16,600.

The whole of the masonry on this division has been finished, and the graduation also, with the exception of a few hundred feet on each of the following sections, viz: 6th, 11th, and 13th. The 6th and 11th will be completed within the present month, but, it is feared that the 13th cannot be finished before the middle of November. This latter section passes for several hundred feet in length, and a part of the way, at least 20 feet in depth, through a solid mass of conglomerate marble, which has been found to be extremely difficult of excavation. The contractor is now making vigorous exertions, and the opinion is confidently entertained, that it will interpose no obstacle to the completion, to the laying down of the rails within the present year.

Tables Q and R, exhibit the number and length of the sections of this division, and their respective cost, both for graduation and masonry. The length of the Division is 11 miles and 9 12-100 poles. The actual and estimated cost of the graduation is shown to be $66,614 29, or per pole $18 87 1-2, and per mile $6,040,—for masonry alone, including the cost of a viaduct for the Georgetown turnpike, where it passes over the Rail-road,— to be $12,068 21 3-4, or per pole $3 41 9 10, and per mile $1,094 08:—And for graduation and masonry together $78,682 50 3-4 or per pole $22 29 4-100, and per mile $7,134 08

Table R shows the number of perches of masonry built in culverts, and detached walls, to be 2,335 1-4, and to have cost $3,316 37 1-2, or per perch $1 42.

That the number of perches of arched or bridge masonry is 2,758 1-2, and has cost, including the superstructure of wood of the viaduct on the Georgetown turnpike road, 8,751 84 1-4, or per perch 3 18 1-10:—

That the masonry of every kind on this division, numbers 5,085 1-4 perches, and has cost, including the aforesaid superstructure of wood, 12,068 21 3-4, or per perch 2 37 2-10.

On this division there are only three bridges of one arch each, and of the following chords, to wit, 30, 20, and 10 feet respectively, and one viaduct over the Rail-road for the accommodation of the Georgetown and Frederick turnpike road, of stone abutments and superstructure of wood of 24 feet span.—This viaduct is elevated 16 1-2 feet above the graduated surface of the Rail-road.

Lateral Road to Frederick.—This branch commences at a point, ten poles west of the western end of the bridge over the Monocacy, and pursuing the western margin of that river upwards, for about one mile, diverges from it to the northwest, and after crossing the land intermediate to that river, and Carroll's creek, terminates at the western boundary of the Depot at Frederick. Its point of termination is 60 miles and ten poles from Pratt street, Baltimore.

The work on this branch was generally commenced in the beginning of the month of July last.—The graduation may be considered heavy. Upon it is one long and deep excavation through solid limestone rock, besides several other rocky cuts of less magnitude.

Tables S and T, show the length of this branch to be 3 miles and 130 poles. That the estimated cost of the graduation will be 29,338 45, or per pole 26 91 6-10, and per mile 8,613 12:

That the cost of the masonry, which is all finished, has been 920 46 1-4, or the pole 0 84 4-10, and per mile 270 08: And for graduation and masonry together, will be 30, 258 91 1-4, or per pole 27 76, and per mile 8,883 20.

The greater portion of this branch is now ready for the reception of the rails and the remainder, it is believed, will be finished in the course of 15 or 20 days. On it there are no bridges. Table T shows the number of perches built in common culverts, and detached walls to be 588 at a cost of 920 46 1-4, or per perch 1 56 1-2.

Graduation and Masonry of the whole line.

Table W is a condensed abstract taken from the tables herein before referred to, and from some of the tables which accompanied my last annual report. It exhibits the divisions, the sections and their respective lengths, the cost of the graduation, the quality, quantity and cost of the masonry on each section, and the aggregate cost of the graduation and masonry on the whole line from Pratt street, Baltimore, to the "Point of Rocks" on the river Potomac.

From this table the following facts are derived:—

1. That the distance from Pratt street, Baltimore, to the Potomac will be 67 miles and 199 16-100 poles, or 67¼ miles—and that the distance from Baltimore to Frederick will be 60 miles and 10 poles.

2. That the whole cost of the city and first divisions, for graduation and masonry has been $605,912.59, or per pole $144.85 8-10, and per mile $46,354.56.

3. That the whole cost of the 2d division for graduation and masonry has been $118,327.12, or per pole $31.83 9-10, and per mile $10,124.48.

4. That the whole cost of the 3d division for graduation and masonry will not exceed $132,196.22, or per pole $33.84 2-10, and per mile $7,629.44.

5. That the whole cost of the graduation and masonry on the 4th division will not exceed $136,237.84¼, or per pole $29.35 1-10 and per mile $9,389.12.

6. That the whole cost of the graduation and masonry of the 5th division will not exceed $78,682.50½, or per pole $22.29 4-10, and per mile $7,134.08.

7. That the whole cost of the graduation and masonry of the laternal branch to Frederick will not exceed $30,258.91½, or per pole $27.76 and per mile $8,883.20.

8. That the total cost of the graduation alone of the whole line will not exceed the sum of $754,204.39, or per pole $24.85 3-10, and per mile $11,152.96.

9. That the total cost of the masonry of all descriptions on the whole line, including the cost of the superstructures of wood of two viaducts, to wit, one over a farm road,—the other over the railway for the accommodation of the Georgetown turnpike road, and including also the large wooden superstructure across the Monocacy river, $317,151.95, or per pole $14.65 6-10, and per mile $4,689.92.

10. That the total cost of both the graduation and masonry, including the cost of the aforesaid superstructures of wood, on the whole line, will not exceed $1,071,356.34, or or per pole $49.61, and per mile $15,843.20.

11. That the total quantum of masonry built, and to be built on the whole line, the lateral road inclusive, will be 90,203¾ perches, being on an average 1131 perches to a mile, and which, including the cost of the aforesaid superstructures of wood, will not exceed in cost $318,072.41½, or per perch $3.26.

12. That the graduation and masonry on the main stem and lateral road, being together a distance of 71 miles 9 16-100 poles, will cost $1,101,615.25½, or per pole $48.46 7-10, and per mile $15,509.44.

13. That the graduation of the first 13 miles has cost $6,994.16 more than the next 54¾ miles, that is, between Ellicotts' mills and the "Point of Rocks" on the Potomac, will cost.

14. That the masonry on the first 13 miles exceeds in quantum that on the next 54¾ miles by upwards of 14,000 perches, and has cost $131,474.63 more than that on the 54¾ miles will cost, including the expense of several superstructures of wood.

15. That the whole cost of the 2d, 3d, 4th and 5th divisions, extending from Ellicotts' mills to the Potomac, will be for graduation and masonry $163,443.75, or per pole $26.66 3-10, and per mile $8,532.16,—whilst as shown above, that of the first 13 miles between Baltimore and Ellicotts' mills has been $605,912.50, or per pole $144.85 8-10, and per mile $46,354.56,—thus shewing that the first 13 miles has cost $140,468.84 more than the next 54¾ miles will cost; and has cost per mile about 5½ times as much.

16. That the graduation and masonry of the first 12½ miles has cost as much as the remaining 54½ will cost.

17. That the masonry on the first 8½ miles has cost as much as that on the next 58½ will cost.

18. That the graduation and masonry together has cost on the first 11 miles $33,000 more than it will cost on the next 56¾ miles.

Atlantic and Michigan Rail-way.—The construction of a Great Western Rail-way, is recommended to the attentive consideration of every citi-

zen who feels an interest in the prosperity of his country, and wishes to promote its rapid advancement in wealth and power, by the multiplication of those physical resources which constitute national greatness, and best promote individual happiness and prosperity.

The proposed Rail-way has for its object, not only the connection of the great cities on the borders of the Atlantic with the magnificent lakes and rivers of the West, by a channel, available at all seasons of the year, but also the developement of the latent wealth and resources of large and valuable tracts of country, comprising the border counties of the states of New-York, New-Jersey, and Pennsylvania, and extending along the more remote portions of the route which are not now traversed by any of the great works which have been constructed, or are in progress under the patronage of the several states. It affords happy facilities for accomplishing these great objects, in a manner that will best subserve the interests of the whole community; and by connecting the great canals of New-York, Pennsylvania, Ohio, and Indiana, at different points, will afford important collateral aid to the plans of internal improvement, which have been adopted in these states.

The route commences on the Hudson river, in the vicinity of the city of New York, at a point accessible at all seasons to steam ferry-boats, and from thence proceeds through a favorable and productive country to the valley of the Delaware river, near the north-west corner of New Jersey. Here it forms a junction with the route of the Delaware, Lehigh, and Lackawaxen canals, which are in progress in Pennsylvania, and with the Delaware and Hudson canal in New York. From thence the route ascends the valley of the Delaware to a point that affords the nearest and most favorable crossing to the valley of the Susquehannah, at or near the great bend of that river.

Pursuing a westerly course through the fertile valleys of the Susquehannah and Tioga rivers, the route crosses the head waters of the Genessee; having in its course intersected the terminating points of the Ithica and Owego Rail-way; the Chenango and the Chemung canals in New York; the great Susquehannah canal in Pennsylvania, and several other points that afford important facilities for internal communication.

From the Genesee river, our route enters the valley of the Alleghany, and proceeds along that river; which affords a navigable communication with Pittsburgh, the Pennsylvania canals, and the Ohio river. From the Alleghany, the route intersects the outlet of the Chatauque Lake, opening thereby a communication with Lake Erie, and proceeds to the head waters of the French Creek, in Pennsylvania, from whence it again communicates with the Alleghany and the Pennsylvania canals, on the one hand, and with the harbor of Erie on the other.

The benefits that would result from the construction of a Rail-way, on the route which we have followed, and its capacity to multiply the elements of individual and national prosperity, can be best appreciated by those who have carefully observed the effects of such improvements; but that portion of our route, which remains to be considered, offers to our view results of the highest and most invaluable character.

From French Creek, the western branch of the Alleghany, we proceed into the rich northern counties of Ohio, intersecting various streams, and the great canal of that State, in a direction parallel to the shore of Lake Erie, till we arrive at the rivers which empty into the western extremity of that Lake.

Having crossed the Sandusky, Maumee, and St. Joseph's rivers, tributaries of Lake Erie, the route enters Indiana; passes the head waters of the Wabash and the St. Joseph's of Lake Michigan; crosses the canal which is to unite the Wabash river with the lakes; enters the State of Illinois, and, passing along the course of the Kankakee, continues *to the head of steamboat navigation on the Illinois river*; from whence provision has been made for opening a communication with Lake Michigan. This portion of the Rail-way would open to immediate occupation, immense tracts of the public lands, of the most exuberant fertility; and offers to the enterprising industry of our hardy settlers, such facilities, in the pursuit of wealth and prosperity, as even the giant growth of our young and flourishing country has never afforded.

The Illinois affords good depth of water for steamboats, and its current is so slight as to be in many places hardly perceptible. It affords, perhaps, the best navigation in America, for two hundred and fifty miles, through a country of unbounded fertility, to the Mississippi river, near the mouth of the Missouri, and the flourishing and important town of St. Louis.

Having accomplished this grand object, our Rail-way continues from near the bend of the Illinois, and at a distance of little more than sixty miles, *reaches the banks of the Mississippi.*

The proposed point of junction with that immense river, is immediately above the Rock Island rapids, from whence the navigation is at all seasons uninterrupted to the river St. Peters, and the Falls of St. Anthony. The country bordering on the Mississippi, for a great distance above the termination of the Rail-way route, besides its immense fertility, abounds with lead; 12,000,000 pounds of which, were, it is said, obtained during the last year.

The whole distance from the Hudson river to the Mississippi, at the junction of Rock river, is less than one thousand miles. The route extends along one of the best parallels of temperate latitude, and in great part through the most fertile and valuable portions of our country. A Rail-road constructed upon this route would connect, in the most advantageous manner, the agricultural, navigating, and commercial interests of the regions bordering on the numerous rivers, canals and lakes with which it communicates; and would extend the production and dissemination of valuable commodities throughout the most distant portions of our common country.

In a military, as well as commercial point of view, the results of such a Rail-way would surpass the power of calculation. With such ample means for throwing any amount of of military force and materiel, at any time, to almost any point of our frontier, with a rapidity resembling that of an express-rider, we should have little occasion to claim the reapect of our proudest foes, whether savage or foreign.

The whole extent of the proposed Rail-way could be constructed for a sum, little, if at all, exceeding that which the state of New York has expended on its justly celebrated canals; and its cost would be trifling in comparison with its benefits, or even to the increased value, which it would give to the lands which border on the route. It would, when completed, be far more beneficial in its effects on the intervening country, and on our national prosperity, than to turn the Mississippi itself into the same course. Free from the inundations, the currents, the rapids, the ice, and the sandbars of that mighty stream, the rich products of its wide spread valley would be driven to the shores of the Atlantic, with far greater speed, than if wafted by the wings of the wind; and the rapid return of commercial equivalents would spread life and prosperity over the face of the finest and fairest portion of the habitable world.

Without inquiring whether such a work could be best accomplished by the several states through which the route extends; or by incorporations, aided by grants of money or lands from the general Government; or by appropriations from the surplus funds, which will soon be at the disposal of that government; it is sufficient to assert, that our citizens have only to appreciate the value of the enterprize, and raise their voices in its favor, and it will be accomplished.

Topographical and other Memoranda.—The various and aggregate distances, on the route described in the preceding pages, may be estimated as in the following tables, in which an average of about ten per cent. is added to the supposed rectilinear distances, which, on some parts of the route, it is supposed, will more than compensate for the sinuosities of the Rail-way.

From the Hudson to the valley of the Delaware river,	60 miles	
Up the Delaware valley, and to the Susquehannah,	80	
To the Susquehannah canal, near the Junction of Tioga river,	60	
To Genessee river,	90	
To *Olean* on the Alleghany,	30	
To the outlet of Chatauque Lake,	50	
To navigable waters of French Creek,	40	400
From French Creek to the Ohio line,	35	
To the Ohio canal,	70	
To Black river,	30	
Huron river,	35	
Sandusky river,	25	
Maumee river, at Fort Defiance, (Junction of the Auglaise,)	65	260
From Fort Defiance to the state line of Indiana,	25	
St. Joseph's of Lake Michigan,	45	
State line of Illinois,	100	
Head of Illinois river (Junction of the Kankakee and Des Plaines,)	40	
Steamboat navigation at the bend of the Illinois,	60	270
From the Illinois to Rock river,	56	
Mississippi river,	7	63
		993

Great Extent of Internal Navigation united by the Rail-way.—The actual extent of the internal communication by the various rivers, lakes, canals, and Rail-ways connected with this route, and with each other, cannot be estimated at less than *twelve thousand miles*, and probably much exceeds that distance.

To effect such an extensive connexion by means of a canal, would, if practicable, be of much less utility than the Rail-way, by reason of the interruption of navigation in the Winter season, which would be much more detrimental than on an ordinary canal through a less extensive country. To this must be added the advantage afforded by the Rail-way, of conveying passengers and the public mails, in the most rapid manner, through such an extensive and important region of country.

The business of the grand canal of New York, which connects with the great lakes, and ostensibly, with our more western waters, is chiefly derived from the country through which it passes, and owing to the interruptions of winter, and the hazards of lake navigation, supplies but very imperfectly the wants of the great western country. In the present state of knowledge it would be absurd to rely alone upon canals, valuable as they are, for a communication with our surpassingly rich and extensive interior. And in opening its resources and its extensive navigation to free access by a Rail-way, it would be equally absurd to locate its eastern termination on the inland portion of a river or canal that should be liable to obstruction by ice. To realize the full value of our canals, rivers, and lakes, we must unite them by a grand arterial communication, which shall promote and impel the circulation and exchange of all products, at all seasons, throughout the whole region of country in which they extend.

NEW-YORK AMERICAN.

JANUARY 14, 16, 17, 18, 19, 20—1832.

LITERARY NOTICES.

POEMS BY WILLIAM CULLEN BRYANT; New York, E. Bliss.—Lord Byron says that a Poet is always ranked according to his execution, and not according to his branch of the art. "The Poet who executes best is the highest, whatever his department, and will ever be so rated in the world's esteem."—Judging by this criterion, we risk little in asserting that the author of these poems will take order with the first bards of the present day. The mirror was never held up to nature more faithfully than it is in these pages; and if happiness in c[illegible]hing her features and fidelity in pourtraying them constitute "execution," Mr. Bryant, in the language of "the schools," is a master of his art. But he is more—he is the slave of it—the creature of its inspiration. The spirit of song pervades every fibre of his intellectual frame, and gives a vitality to its offspring which is independent of codes of taste and classifications of genius, and which neither fashion or time can deaden or destroy. He has gone up to the primeval spring of Poesy; from the bosom of Nature herself does he draw his inspiration; and that so richly and abundantly, that the vaunted aids of European genius—those sources of historical association, which the dogmas of critics would have us believe are indispensable to its successful efforts,—are set at naught. He proves that an untracked forest teems as luxuriantly with poetry as a grove hallowed by ancient superstition; that streams may flash and ripple in the sunshine and the music of true poetry, though they flow by no storied ruins; that skies are not less genial nor less glorious, because they are not pierced by obelisks and pyramids, or suspended over crumbling towers and temples, solemn with decay. He has, in a word, done for the landscape of his country with his pen, what Cole did for it with his pencil, and brought a mine of those treasures to light which Byron, when wishing to express his conception of the richest stores of fancy, termed "*the poetry which inhabits the forests of America.*"

Though this volume contains much that will be new to many of our readers, they are already so familiar with the principal pieces of it, "The Ages," "Thanatopsis" and "The Past," that we shall quote neither of them at present. To these, after all, and especially the two latter sublime produc-

tions, their author will probably be indebted for the rank which shall be assigned him hereafter among the poetical aristocracy of the age. But our business is not at present with his fame, nor the order of poetry to which his writings belong; we aim at nothing more than illustrating here their more popular beauties—those which, in their unpretending charms, make a more familiar appeal to our sympathies, and cause the witchery of his muse to steal over the senses as delightfully as the warm haze of an Indian summer's day in December; thawing out the heart from the icy fetters with which the world invests it, and breaking up for the time the coating of factitious tastes, that envelopeand benumb its faculties.

If what Lord Chesterfield says be true, of the effect of winning poetry in pressing a love suit, there is courtship ready made in the following recipe for wooing:—

Woo her, when, with rosy blush,
Summer eve is sinking;
When, on rills that softly gush,
Stars are softly winking;
When, through boughs that knit the bower,
Moonlight gleams are stealing;
Woo her, till the gentle hour
Wake a gentler feeling.

How bouyantly is the gladness of nature set forth in this stanza:—

The clouds are at play in the azure space,
And their shadows at play on the bright green vale,
And here they stretch to the frolic chase,
And there they roll on the easy gale.

And these skies! are they not a fit domain for such clouds to traverse?—

The sun, the gorgeous sun, is thine,
The pomp that brings and shuts the day,
The clouds that round him change and shine,
The airs that fan his way.
Thence look the thoughtful stars, and there
The meek moon walks the silent air.

There is all the *atmosphere* of one of Claude's pictures in the autumn woods here painted:—

Let in through all the trees
Come the strange rays; the forest depths are bright;
Their sunny-colored foliage, in the breeze,
Twinkles like beams of light.

The rivulet, late unseen,
Where bickering through the shrubs its waters run,
Shines with the image of its golden screen,
And glimmerings of the sun.

And the savage force of Salvator Rosa's pencil in this terrific sketch:—

Seven blackened corpses before me lie,
In the blaze of the sun and the winds of the sky.
I have watched them through the burning day,
And driven the vulture and raven away;
And the cormorant wheeled in circles round,
Yet feared to alight on the guarded ground.
And, when the shadows of twilight came,
I have seen the hyena's eyes of flame,
And heard at my side his stealthy tread,
But aye at my shout the savage fled:
And I threw the lighted brand, to fright
The jackal and wolf that yelled in the night.

The passage reminds one of the celebrated description in the Siege of Corinth:—

"I saw the lean dogs beneath the wall
Hold over the dead ther carnival," &c.

The belief, to which many cling so fondly, of departed spirits revisiting the earth, is beautifully alluded to in the following passage:—

'Tis said that when life is ended here,
The spirit is borne to a distant sphere;
That it visits its earthly home no more,
Nor looks on the haunts it loved before.
But why should the bodiless soul be sent
Far off, to a long, long banishment!
Talk not of the light and the living green!
It will pine for the dear familiar scene;
It will yearn, in that strange bright world, to behold
The rock and the stream it knew of old.

Here is cheerfulness in a church-yard:—

'Tis a wild hill—but green and bright
In the summer warmth, and the midday light;
There's the hum of the bee and the chirp of the wren,
And the dash of the brook from the alder glen;
There's the sound of a bell from the scattered flock,
And the shade of the beech lies cool on the rock,
And fresh from the west is the free wind's breath,—
There is nothing here that speaks of death.

One can see this stream sparkling by him:—

Yet pure its waters—its shallows are bright
With colored pebbles and sparkles of light,
And clear the depths where its eddies play,
And *dimples deepen and whirl away*,
And the plane-tree's speckled arms o'ershoot
The swifter current that mines its root,
Through whose shifting leaves, as you walk the hill,
The quivering glimmer of sun and rill,
With a sudden flash on the eye is thrown,
Like the ray that streams from the diamond stone.

And hear the murmur of this:—

Thou, ever joyous rivulet,
Dost dimple, leap, and prattle yet;
And sporting with the sands that pave
The windings of the silver wave
And dancing to thy own wild chime,
Thou laughest at the lapse of time.
The same sweet sounds are in my ear
My early childhood loved to hear;
As pure thy limpid waters run,
As bright they sparkle to the sun;
As fresh and thick the bending ranks
Of herbs that line thy oozy banks;
The violet there, in soft May dew,
Comes up, as modest and as blue;
As green amid thy current's stress,
Floats the scarce-rooted water cress;
And the brown ground bird, in thy glen,
Still chirps as merrily as then.

But our limits will not admit of delaying in this fairy ground, where the rarest flowers spring to our hand on every side. Those that we have plucked have been snatched almost at random, and flung before the reader rather to prove the profusion than the quality of what is worth gathering.

Mr. Bryant sketches nature with a charmed pencil, and his outlines are not the less bold and free, than their filling up is minute and elaborately finished. All the incidents of the scene he would describe are rehearsed, but there is nothing of the vocabulary in the enumeration of their forms. The whole volume is not less distinctly before you, that you can place your finger upon any passage. He draws a tulip-tree, for instance, and brings the towering mass of vegetation so near, that you can see the pert chickadee regaling on sumac berries, or the frolic chipmuck wantoning in the furze at its base, but the fane of the forest and the eagle that is settling on its summit, are what arrest and fix your attention. A susceptibility to the beauties of nature, amounting almost to tenderness of thought; a close observation of all her visible forms, and an exquisite delicacy of expression in painting them when detected; these, with a breathing freshness of imagery, and a diction elaborately polished, are the characteristics of Bryant's poetry. There is no weakness or redundancy in the mechanical part—no wire drawn ideas or accumulated epithets to lengthen out a line, and, we may add, none of the sparkling conceits or pompous mystifyings which are such favorites with the poets of our time. The simplicity of his writings would find favor for them with either a child or a philosopher. What is more natural, and more perfect, and more poetical, than this description of an insect:

So darted up and down the butterfly,
That seemed a *living blossom of the air.*

Or more redolent of life than this of a waterfall:

Each light spray,
Nodding and tinkling in the breath of Heaven,
Is studded with its trembling water drops,
That stream with rainbow radience as they move.

But we are warned to bring our remarks upon this volume to a close, and though our specimens of its beauties are already more numerous than the comments that should accompany them, there are a thousand passages like the following, upon which we would gladly linger:

So doth thy meek and quiet eye,
Look through its fringes to the sky;
Blue blue, as if that sky let fall
A flower from its cerulean wall.

Well is it for the world, that he who could write like this,

Though forced to drudge for the dregs of men,
And scrawl strange words with the barbarous pen,
And mingle with the jostling crowd,
Where the sons of strife are subtle and loud,—

has still found time to answer the call that he has translated in these words:—

Still came, and lingered on my sight
Of flowers and stars the bloom and light,
And glory of the stars and sun;
And these and poetry are one.
They, ere the world had hold me long,
Recalled me to the love of song.

There is one merit in these poems to which we have only as yet alluded, and that is their strong nationality. They are American in every line, and relish throughout of a land and a clime which Nature has richly endowed with poetic objects, though she wants soul to appreciate them. Mr. Bryant has done the well in identifying himself with the soil of his country; like Antæus he draws his strength from his mother Earth, and his strength is that of a giant. We are content that this volume should go abroad as a specimen of "American Poetry."

New England Magazine.—No. 6 of this well edited periodical has just come to hand, and we shall take an opportunity of giving some extracts from it. The present number, in addition to the usual quantity of matter that comes under the several heads of Politics, Statistics, Literary Notices, and Miscellanies, contains the following original papers, viz: The New Year; The Masked Cavalier; Is a Belief in Ghosts consistent with Reason?; The American Colonization Society; Hymn to Plutus; Feeling and Sentiment; The Employments of Death; Domestic Architecture; The Dilemma; Virginia; Old Books; The Songs of the Fairies; Letters from Ohio—No. 4.; The Progress of Ridicule; Dead Letters revived; The Hebrew Minstrel's Lament; A Legend of Christmas Eve; Reform; Sonnet; To Mary; A Brief Farewell.

The following lively observations are from a clever article upon the New Year:

It seems to have been customary, in all ages, and among almost all nations, to make the first day of new year, a sort of festival; yet one may almost wonder why. At the first view of the matter, the lapse of time does not seem a thing to rejoice at.—What reason in the world, is there, that the maiden who has lived nine and twenty years, in single blessedness, should rejoice that the year has begun which brings with it, her thirtieth birth-day? Or what pleasure can any body, at any age, have, to find that youth is passing and old age coming on?

If, indeed, there were any truth in the melancholy doctrine, that human life is but another name for human misery,—if it were indisputable that the sum of suffering exceeds the sum of enjoyment, and life were, what some poets have represented it, a burning fever and painful delirium, which there is no temptation to prolong, and which is best ended when soonest ended;—then, indeed, there would seem to be a good reason for celebrating the end of the year as something which brings us nearer to the end of a toilsome and painful journey. But the truth is, that, let poets and philosophers speculate as they may, men and women, as the world goes, think the pleasures of living by no means contemptible. They love to eat, they love to drink, they are very fond of sleeping, and they hate to find themselves growing old.

How happens it, then, that they do not rather lament the beginning of a new year than rejoice at it? Instead of visiting, dancing, making presents, and making merry, ought we not to look grave and thoughtful, like men who have lost a great treasure, and should they not lament, in sad accents, or in sober silence, the irreparable flight of Time?

No,—the world is right; the impulses of nature are more trustworthy than the refinements of speculation. Though time be our greatest treasure, yet the lapse of time is not a thing to be lamented. Life is, in its nature, progressive; we cannot live without moving forward; to stop, is annihilation. Who that has felt the pleasure of rolling rapidly along a mecadamized road, does not know, that, the faster his horses move, the sooner his pleasure will be over? Yet does he wish them to move slower? So it is wth the vehicle of life. To be whirled along at a good round pace, to be surprised that it is dinner time so soon, to find the week ended before you had thought of it, and the year finished before it seemed well begun;—this is the highest enjoyment of which human souls are capable.

Life may be likened to a bottle of champagne; it cannot last forever, it cannot last long; it must be tossed off before its spirit evaporates; it will not do to sit sipping and sipping. Time is like money; it must be spent to be enjoyed; it cannot be hoarded up in dark corners, made much of, and kept all to one's self; the greatest pleasure it affords is the pleasure of parting with it.

Subscriptions for this work, at $5. are taken, we observe, by Peabody & Co. 239 Broadway.

American Turf Register and Sporting Magazine, No. 5, Vol. III.—A neat portrait of "Sir Hal," said by Colonel Johnson to be the handsomest horse when at full speed that he had ever seen on a race track, with the following contents, are the re-

commendations of this number:—Memoir of Sir Hal; Thoughts on blood horses, &c. by an old Turfman; Memoir of Black Maria; Anecdote of race horses; Aliment, aloes, and bleeding; Proper charge for the rifle—to keep the rifle clean; Essay on fox hunting; Snake fight; A Georgia fox chase; The sportsman in style; Indefatigable perseverance of two young fox hounds; A good shot; Gen. Gibson's fishing tackle; On the delights of trout fishing; Rifle shooting—a match proposed; Greatest sporting feat of exertion on record; Rare sport; Characteristic epitaph; Sweepstakes to be run over the Central Course; Sussex; Remarks on "Godolphin's" account of the Central Course races; On the pedigree of Florizel; Lancaster races—corrections; On the improvement of race courses; Language of the turf, &c.; Ages of horses; Hints for the improvement of the Central Race Course, by a Stranger; Races at Bowling Green, Va., Milton, N. C., Gum Spring, Va., and Raritan, N. J.; Oglethorpe (Geo.) Association; Pedigrees.

We copy the following account of a snake fight to keep company with the "passage of arms" between a bear and an alligator that we took from a previous number:

SNAKE FIGHT.—The late Major T. of the army, a gallant officer, who was severely wounded at the sortie of Fort Erie, and died afterwards from the effect of his wound, while a representative from his native state in Congress, used to relate the following account of a battle which he once witnessed, between a black and a rattle snake.

He was riding on horseback, when he observed the snakes in the road, a short distance ahead of him. They were moving round in a circle, and apparently following each other. A gentleman who was with the Major, and who had witnessed a similar scene before, remarked that it was the prelude to a fight, and worthy of the loss of a little time to witness. They accordingly stopped their horses and watched the snakes. The cautious manœuvre of following each other, in a kind of circle, was pursued for some time, closing at each round, until, when within a few feet, the black snake was observed to stop, coil and place himself in an atttitude to strike. The rattle snake now passed round his antagonist two or three times, lessening the distance at each round, when he also stopped and began to coil. But before he was ready to strike, the black snake suddenly darted upon him. His evolutions were too rapid to be detected, and when he was again distinctly observed, both snakes were stretched out at full length—the rattle snake enveloped in the folds of the black, which had also seized the rattle snake at the back of the head and held him there. After a short interval, the black snake gradually unfolded himself, loosened the grip with his mouth from the rattle snake's head, and moved away.

On examination, the rattle snake was found to be dead, and apparently every bone in his body was crushed. The black snake is a constrictor, and usually destroys its prey by enfolding and crushing it.

"FEATHERS FROM MY OWN WINGS—by *Charles Edwards, Esqre.*" We hope these are not pin-feathers, for we feel an irresistible propensity to pull them to the quick: what could induce a person in his senses to publish such stuff as the following, we cannot conceive:—

"A ring of gold she gave to me;
I hung a braid above her heart;
My wine was tears upon the sea;
She wrote me word, 'twas death to part:'
'Twas death indeed: for willows wave
Above her home within the vale;
My native hue is now a grave;
My Mary is a primrose pale;
A nightingale pours out her woes,
Where our song danced around the rose."

We confess ourselves, after reading this song, in the situation of the foreign commentator, upon the readings of Shakespeare, who used to get over the disputed passages by admitting "that when you no understand Shakespeare, he always mean someting grand—someting terrible"—someting *vare fine*;" our readers, perhaps, however, may receive more distinctly defined enjoyment from other passages, and we therefore regale their senses with the following morceaux:—

His crownlet, dispersed, as a dull serpent closed;
His robe mingled strangely with jungle and lair.
* * *
Ponder o'er the lay of one,
Who may be within his grave,
Ere the silver line is spun,
With a tress of golden wave.
* * *
Jewels, for a mother's arms!
Be the crystal signets there;
Urim, for the earthly charms;
Gems, upon the mine of care.
Kisses from a child are sweet:
Give them to a mother dear;
Be the lamps to guide her feet;
Stars of beauty to her tear.

But we do not wish to bewilder our readers, by uncovering every delicacy of this sumptuous repast: some of them are not quite so highly seasoned as the rest, but there is many a *morceau friand* to recommend the whole. We quote the two following verses, however, not mischievously, but to show with what innocence absurdity can trench upon profanity:—

I led my young one by the arm,
To where the moon and planets smiled;
The scene transfixed him like a charm,
The *Godhead* seemed to fill the child.
* * * * *
That night I never shall forget;
Living Bible was my boy;
And still he weaves a moral net
Around my path of earthly joy.

And yet the writer of such trash as this has his admirers; people who praise his namby-pamby because it is in rhyme, forgetful that besides poetry and prose, there is a third species of writing, which comes under the head of Nonsense. To the pernicious effect of such misplaced encouragement must the motive that has prompted these remarks, if deemed harsh, be ascribed. The author, we should judge from this little volume, is an amiable man; and we are told that he has shown ability in a legal work of some repute; it is, therefore, melancholy to see him expose himself in a publication like the one before us. Let him continue to seek reputation in the path where he has already found it, and not abandon it for one where he can only meet with mortification. But if he persists in thinking himself a poet, we can only wish in his own words, that

"May his lake of thinking,
Know no tide of sinking."

Below, we present a copy of the reply of *Lafayette* to the letter from the corps of Cadets accompanying their contributions to the Poles.

It is like all that proceeds from the pen of that great and good man, wonderfully appropriate.

It may not perhaps be generally known, that in writing to Americans, "the American Veteran" always uses their language; so that the following letter is just as he wrote it:—

Copy of a letter from General Lafayette to the Corps of Cadets, dated

PARIS, Nov. 9th, 1831.

My Dear Young Friends:

While every opportunity cheers my heart with new testimonies of what you are pleased to call filial affection, it is on my part with patriotic pride and fraternal love that I have received your donation in behalf of heroic and now unhappy Poland.

Sad news from that illustrious part of Europe will have reached you not long after your sympathetic letter was on its way to us. But it is now, more than ever, that the vanquished, although not subdued, Poles, are in need of friendly assistance; thousands of them had rather perish on a foreign land, than acknowledge their patriotism as guilt, and submit to the yoke of a Russian despot. In no instance, not even during the struggle, could be so well employed, the contributions of the friends of true glory; that which is founded on the basis of independence and freedom.

An American Committee has, at my request, been formed in Paris, to assist in the discharge of the duty conferred upon them by the donors in the United States. We keep up an understanding with the National Polish Committee that has lately been formed in this city, and with the French Committee, in order that the distribution be as judicious as possible.

It is from the monument which your predecessors had raised to Kosciusko on your classic ground of Westpoint, that the first succors to his countrymen have crossed the Atlantic; let us hope for the day when on that same monument the resurrection of Poland shall be celebrated.

Receive, my dear young friends, the parental affection and blessing of the American veteran.

LAFAYETTE.

FOREIGN INTELLIGENCE.

By the Columbia, arrived at last, the files of London papers complete have been duly received, and afford many articles of interest.

The riots at *Lyons* appear to have been most serious and bloody, though unconnected, apparently, with any political causes. It was the manufacturers fighting for bread and wages.

Mr. Atkinson, a passenger from the Columbia, states, that on the evening of the 30th, as he was leaving London, criers were announcing in the streets publications in type, which would contain accounts of *an insurrection at Lisbon, and the flight of Don Miguel!*

The Cholera had, it was feared, certainly extended from Sunderland to Newcastle. From the commencement of the disease on the 26th October to the 26th November, there had been 291 cases, and 86 deaths. A letter, dated 28th November, from Sunderland, says—"Various means of cure have been tried, but none have proved efficacious; friction seems the best means to restore the natural action of the capillary vessels, which if once effected, Doctor Daun thinks recovery might follow,—Ten new cases were reported yesterday, and eight deaths this morning. The disease is evidently on the increase, and three cases have been reported in Newcastle. Laudanum and Brandy have done little benefit.

"The use of pork and vegetables of all kinds, and acid fruits are forbidden as they are considered injurious in this complaint."

The Dutch King yet holds out.

The amnesty proclaimed by the Emperor *Nicholas* to the Poles, is a cruel mockery, excepting, as it does, almost all the active functionaries, and officers of the attempted revolution.

DISTURBANCES AT LYONS.

LYONS, Nov. 21.—I am sorry to inform you that this city still continues the scene of the greatest confusion and riot, by a contest between the manufacturers and workmen. The entrance of every street is guarded, and no one is suffered to pass unless he lives in the street, and a guard is sent with him to his door.

Tuesday morning.—At eight o'clock this morning the firing recommenced in several parts of the city. Several thousand workmen collected in the night in the Batteaux, the other side of the Rhone, and have made themselves masters of all the bridges, and consequently cut off all communication with the Swiss side of the Rhone. A sharp cannonading is going on from the city, as also from the Croix Rousse, which is not yet taken. Up to ten o'clock I have seen carried past my window upwards of 300 killed and wounded. The number killed on the other side must be enormous, as every cannon brings a row of them down. I have just heard that Mr. Ajax, the shawl manufacturer, is shot, a Colonel of the Line and six officers. In the first charge of cavalry, one officer and six men were killed, together with nine horses. M. Plazman, the elder, is wounded in the head; also, Gentelet, of the house of Gentelet & Duboat, riband manufacturers—report says he has since died.

Wednesday morning 3 o'clock.—Tremendous firing. The Hotel de Ville is taken by the rioters—also the powder magazine, and the whole city is at the fury of the mob. Houses are beginning to burn in all quarters, and large fires are lighted on all the public places, into which they throw all the books, stocks, and furniture, &c., of the different houses

they enter. The largest fire is opposite our counting house, which they have entered, but only to search for arms, which not finding, they have quietly withdrawn themselves.

10 o'clock.—I shall close my letter now, as there seems a chance of my being able to get to the post-office. The men are too much occupied in pillaging and burning to intercept the different passages leading to the post-office. The fires are at this moment tremendous—the loss of property incalculable.—There is not a single individual to oppose them; so how it will terminate no one can say. They were joined yesterday by the workmen of Grenoble, and all the surrounding country, and are well supplied with arms and ammunition.—[Morning Paper.]

From the first of the morning, (of the 21st) it was easy to judge that the struggle would be terrible. New troops had arrived—the 13th, and the whole, or part of the 40th of the line. The military authority had made its arrangements. On their part the workmen had not remained inactive, at least as far as it is possible to judge by the results of the second day.

At 8 o'clock, and even before, the firing re-commenced in the direction of the Croix Rousse. It was kept up with great vigor. Discharges of grape shot killed or wounded a great many people. At one time a report was spread that the workmen forced in their positions, were retreating by the new fortifications of Montessier, and that they wodld disperse in the country. It appeared in fact that the display of a considerable military force could not fail of bringing about this result. Suddenly the news of important advantages obtained by the workmen circulated from mouth to mouth. The noise of the firing came nearer the interior of the city, so as to leave no sort of doubt on the subject.

It was known that the workmen had obtained possession of the Barracks of the Bon Pasteur, and had disarmed the artillerymen who occupied it. Almost at the same instant they made themselves masters of the large establishment of M. Brunet, in the quarter St. Vincent. From this advantageous position they, for some time, kept up a heavy fire upon the troops of the line entrenched in the Rue de l'Annuciade. There were twenty other places of contest in different parts of the city.

On every side barriers were raised, and the streets and quays were unpaved. It was announced that the posts occupied on both sides of the Saone and Rhone by the National Guards were in the power of the workmen; some of them fell a prey to the flames, and in others a sentinel was placed.

Towards the Pont St. Vincent, the military chests of the line were stopped, in the midst of a heavy fire. The tocsin was sounded in the Faubourgs and St. Paul. A part of the 13th of the line, it is said, laid down their arms, and a similar report was spread respecting the 40th. It was announced that, at the gates of St. Clair, a piece of cannon was taken by the workmen from a detachment of cannoniers of the National Guard. The latter having made resistance, five of them were killed. While this piece was fired in the direction of the Quai St. Clair, that of the workmen of la Guillotiere swept the avenues of Pont Morand. The bridges du Concert, de la Guillotiere, de l'Archeveché, and several others, are strongly fortified with barricades formed of carriages and paving stones. The Corps de Garde of the Place Belecur is in flames. It is stated that several posts of the line have been disarmed. The noise of cannon and musketry only ceased at night. The number of victims of this frightful day is not yet known; but would it be an exaggeration if the number of dead and wounded were to be estimated at 1000 or 1200?

P. S.—General Ordonnean was, at three o'clock this morning, set at liberty. We have heard that a large sum was paid for his ransom, as well as for that of the Prefect.

At seven o'clock in the evening, the workmen, exasperated by the firing from the windows of the Place des Terreaux and the vicinity, set fire to two or three houses with lighted faggots, but we have not heard the consequences of these incendiarisms. This quarter is unapproachable.

Lyons, Nov. 23.—Unhappily a great number of atrocities have been committed. Yesterday, no National Guard durst appear in the streets in his uniform. Unoffending tradesmen were killed by the work-people; and workmen, equally unoffending, were killed by the regular troops—thus cutting each other's throats in the most frightful manner. On the 22d, all the military posts of the town were seized by the work-people; and yesterday evening, all the troops who continued to offer any resistance were confined in the Hotel de Ville. At length, about three o'clock in the morning, despairing of being able to maintain themselves in this position, the National Guards and the regular forces opened a passage for themselves through the lines of their assailants, and retired with Generals Roguet and Ordonneau to the fortress of Montessuy. The whole town is this morning in the power of the work-people, who have constituted themselves into a National Guard, and have established posts and patrols for the purpose of securing the public tranquillity. Since these arrangements have been effected, the lives and persons of the inhabitants have been secure; but property was for some time the object of their vengeance. Their intention was openly announced of destroying all the houses from the windows of which there had been firing on the previous evening, together with the warehouses of several merchants who who had incurred their displeasure. They put, in fact, their threats in execution on the Pearl Coffee House, the furniture of which has been destroyed, and on several apartments of the house of Auriol, the contents of which have been burnt. The money found there, however, had been put into a place of safety. Several thieves were shot on the spot, and others sent to prison.

The present aspect of affairs is sullen but tranquil. Respect for property is this evening proclaimed through the streets, and the National Guards are invited to assemble at their usual places of rendezvous under arms, but without uniform, and to fraternize with the work-people.

The state in which we now are is cruel and alarming. It is said that Gen. Roguet is assembling a large force, and is preparing to re-enter the town. In that case we shall be exposed to further evils.

P. S. Nearly 200 wounded have been received at the Hotel Dieu. Most of the wounded are serious; although all the balls have passed through the bodies of the wounded, many of them breaking bones in their passage. The number of the wounded who have been received into private houses is quite unknown. The whole of the buildings for levying the local taxes, called the Octrol, have been delivered to the flames.

Lyons, Friday, Nov. 25.—If the government shall attack Lyons, it will be reduced to ashes before 60,000 workmen under arms will surrender. If the masters will adopt the tariff, all will be arranged without shedding a drop more of French blood.—I hope and believe this will be the case. The bulletin does not contain another word, but it harmonises with the account given by the Government that the workmen are ready to return to their labor on the tariff being adopted. The adoption of that tariff is of course a concession made to the workman—but a momentary concession is certainly much better than a civil war.

[*From the Paris Moniteur of Nov. 28.*]

A despatch of the 25th, arrived at the hotel of the President of the Council by express, announces that the night had been perfectly calm, and that order continued gradually to be re-established. The shops were beginning to open, and the workmen, still under arms, already began to evince a desire to return to their occupations.

On all sides we learn that the population in the neighborhood of Lyons manifested the most decided sentiments against the spirit of discord and anarchy. The inhabitants, as well of the country as of the towns, are unanimous. Everywhere the National Guards offer to march, if necessary, to re-establish the authority of the laws. It is much to be hoped that their devotion will not have occasion to be put to the test.

In the course of yesterday, Nov. 27, the Prefect of the Rhone had sent to the President of the Council a telegraphic despatch, dated the 27th, beginning with these words:—"Always the same tranquility."

The subject of these riots, was submitted to the Chamber of Deputies on the 25th by the President of the Council, who, after recapitulating the circumstances of the case, so far as then known, concluded thus:

"We have nothing to ask from the Chamber beyond that usual concurrence from which we require no specific manifestation, except in cases of urgent necessity. It is sufficient for us on the present occasion to lay before you the real state of things, for truth is ever the surest source of power. Confide in the Government, Gentleman, as it takes pleasure in confiding in you—(applause.) The courage and wisdom of the nation have achieved its liberty, and the same courage and wisdom will defend that order, without which even liberty itself ceases to be a blessing." On the 26th the following address to the King was agreed to by the Chamber, 294 to 18. It was presented on the evening of the same day.

[Here follows the Address of the Deputies, in which they deprecate the disturbances, and proffer their utmost services to restore tranquillity. Honorable mention is also made of the King's son, for the promptitude with which he repaired to the scene of disorder, &c. The answer of the King acknowledges and reciprocates the friendly and patriotic feeling of the Deputies.]

[*From the Journal des Debats.*]

It seems certain that the King always intended the welfare of the distressed classes, and, especially struck with evils which the manufacturers of Lyons suffer, gave orders a few days ago for silk hanging to the value of a million, for which he has no occasion whatever.

Proclamation of the Emperor of Russia.

"MOSCOW, Nov. 2.—We, Nicholas I., by the grace of God, Emperor and Autocrat of all the Russias, King of Poland, &c. &c.

[After dwelling upon his signal clemency, his great justice, and his deep sensibility at the sufferings of Poland, the Emperor then ordains:]

"I. A complete and unconditional amnesty is granted to all those of our subjects in the kingdom of Poland who have returned to their obedience. None of those included in this amnesty shall now or at any future time be condemned or prosecuted for the actions or political opinions done or expressed during the whole time of the insurrection.

"II. The following are excepted:

"1. The authors of the bloody insurrection of the 29th November, 1830; those who on that night repaired to the Belvedere Palace with a view to take the life of our beloved brother the deceased Cesarewitsch; the murderers of the Generals and of the Russian and Polish Officers.

"2. The authors of the horrors which occurred in Warsaw on the 15th August last.

"3. Those who since the 25th of January have at different times been concerned as chiefs or members of the Government illegally established in the kingdom of Poland, and who have not sent in their submission previously to the 13th of September, as well as those who, after the subjection of Warsaw, formed an illegal Government at Zakrozyn, and thereby forfeited all claim to our mercy.

"4. The members of the Diet who proposed or supported to act of deposition of the 25th of January

"5. The officers belonging to the corps of Romarino, Rozycki, Kaminski, and Rybinski.

"6. The subjects of the western governments who may have participated in the Polish insurrection."

HOLLAND AND BELGIUM.

Brussels, Nov. 23.—The new journal of Amsterdam contains the following passage: "It is said that the King has been again invited to accept, without alteration, the 24 Articles, but that his Majesty has answered that he abideth by his first answer, neither to accept or to reject these Articles, desiring to enter into a negociation on the subject."

Brussels, Nov. 25.—The Budget has been made up for 1832, and shows a great deficit.

The amount required to meet the expenditure is	40,000,000 florins.
The resources, calculated according to the receipts for 1831	29,000,000
Deficit	11,000,000

This does not include the interest to be paid to Holland in conformity with the 24 Articles.

The government feel it impossible to conduct the affairs of the country without a loan of some sort. Another forced loan is out of the question, and therefore, London is to be tried; for that purpose Messrs. Osy and Rittweger, the Directors of the Antwerp Bank, are about to proceed to England. Their success is considered doubtful, until the acceptance of the Treaty by the King of Holland, and of this there appears little probability at the present moment.

Cowes, Nov. 18.—The Kensington, U. States corvette, which has been purchased by the Emperor of Russia, was fitted up in the most superb manner; the brass work alone cost 30,000 dollars, a brass urn binnacle cost 800 dollars, each of her belaying pins (128 in number) cost 4 1-2 dollars, the aprons of her guns, each 13 1-2 dollars; her belaying cleats for the fore and main sheets and braces, and likewise her pump geer, solid brass. Her dimensions are, length 158ft. 6in.; breadth 43ft. 6in.; depth of hold 20ft. 6in.; and 1400 tons; mounts 30 long 26 pounders on one deck, guns each 7 1-2 feet long, and 4000 lbs. each; draft of water aft 19 feet, forward 16 1-2 feet, height between decks 7ft. 1in., height of the bill of the middle port 9ft. 6in.

On the 1st of October, about a week after her arrival at Cronstadt, the Emperor Nicholas came on board to visit her, dressed in a green coat with silver epaulettes, and without any stars or decorations, so that we did not at first know which was the Emperor; he had on a plain white cloth cap with a band of light blue and black leather front: he is a well made man, about six feet two inches, of a very fine pleasing benevolent countenance, pale and very fair, rather a melancholy shade has been observed on his countenance since the Poles first revolted; he was exceedingly affable, seemed perfectly acquainted with every part of the ship, and remained on board about two hours, inspecting every part, even the hold; when Capt. R. presented him with the some boat for his son, the Grand D[illegible] a handsome Alexander,

he shook hands very cordially with Capt. R. and thanked him for it; when he went to the cabin Capt. R. requested him to take a glass of wine—he did so with much good nature, and drank to Capt. R., his officers, and his country, and Capt. R. drank the health of the Emperor in return; on leaving the ship, the Emperor again shook hands with Capt. R., he seemed much pleased with the ship, and admired the height between decks; and when he got on shore at Cronstadt, he announced to his Admirals that he should name her the Paskewitsch, in honor of the General of that name; we understand she is to be kept for a yatch for his Majesty; before we left Cronstadt the Emperor sent a present of 200 ducats to be given to the ship's company.—[London Morn. Chron.]

POLAND.—Condemnation of the Polish General Chlopicki.—The St. Petersburgh papers state that His imperial Majesty has confirmed the sentence of the Court Martial, by which General Chlopicki is condemned as a traitor, to the loss of his rank and nobility, and to banishment to Siberia, and to be employed there in the public works.

Accounts from Berlin state that Poland is in all respects to be considered as a Russian Province.—Three thousand Poles have been sent to Siberia; among whom are a number of the Diet who remained at Warsaw, with several of the principal Generals.

FRANCE.

To the Editor of the London Morning Chronicle.

PARIS Nov. 19, 1831.

SIR—I am no lover of Napoleon—and never was so. He hated liberty, except the liberty of his sovereign will, and he fired on the people as Charles X. afterwards did in 1830; and yet I cannot write "The Bourbons and the Descendants of Napoleon" are to be "banished" without my cheek feeling flushed, without my eyes flashing with a mixed feeling of surprize and indignation, and I naturally ask myself, "What, then, was Napoleon also anti-national?" This is a grave subject, and must be discussed seriously. I shall avail myself of an early occasion to make some revelations to the Morning Chronicle, which will not be void either of interest or importance. I know what the Napoleonists are about. I know their influence, their wealth, their numbers, their associations, their foreign relations, and their object. It is the fault of M. Casimir Perrier and of Louis Philip that this party exists and flourishes as it does on the 19th of November, 1831. If M. Perrier and our Citizen Monarch had understood the Revolution of July, all the Napoleonists would have rallied round his Throne, and the Duke of Reichstadt might have remained at Vienna speaking German French with a bad pronunciation during the rest of his days. But neither M. Perrier nor Louis Philip have understood the revolution of July! They have tried to convert it into a sort of *quasi legitimacy*, and, now, I am obliged to add, *the Napoleon party in France is most formidable!* "Most formidable!" I repeat, and you will not fail to remember these words on a future, and not very distant occasion.

"The Bourbons are to be banished!" This is just and natural! But why should they be banished by law? I must explain to you. 1st. Because Louis Philip has required that such a law should be passed. 2d. Because it is contended by M. Perrier and his colleagues that the adoption of this law now by both Chambers will be a legislative sanction to the July revolution. Just as if we want to make a legal revolution! and a legal dethroning of Charles X! and a legal appointment of a Citizen King!—Here is another proof that these men do not understand the character of that principle to which we are indebted for the revolution, viz: national sovereignty. 3d. The Bourbons are to be banished by law, because by such a measure their return will be illegal, and they will subject themselves to be tried by the tribunals. 4th. Because it affords an opportunity for passing other clauses in the same bill for selling the property of the Bourbons in France, and appropriating the proceeds. And 5th, Because when this law shall have passed, the new monarchy is to become legitimate! and as good as any of the rest in Europe, which claim the characteristics of Divine right! and of that innate force which is irrespective of the people.

The only tolerable reason for passing this law, however, is this—that in consequence of the conduct of Louis Philip and of his ministers, since the moment when General Lafayette resigned his functions of Commander in Chief of the National Guards of France, it has become almost necessary to reassure us that an actual restoration of Charles X. or the Duke of Bordeaux was not contemplated, and that really and truly there was not an intention of abdicating in their favor.

The passing of this law, and the affixing of the Royal sanction to the project, will at least prove that up to that moment the new Government is pledged to maintain the exclusion of the Bourbons, although the conduct of the new dynasty and its Counsellors would have appeared to indicate different sentiments. This is the only sensible reason for passing the law, as far as it relates to the Bourbons. Because, as to all other reasons, it would be a most useless project in the teeth of a national rising in favor of the Bourbons (should such an event be possible), and it is quite an unnecessary measure so long as the whole nation demands their permanent banishment. If France should become Bourbonite, why the law would not prevent the return of these Royal Jesuits, and if France should remain Anti-Bourbonite, as she is at present, why all the laws in Christendom would be of no avail either to strengthen or to weaken such a feeling. So then the law is unnecessary, except as it re-acknowledges that the Revolution of July was really made to banish the Bourbons and their policy from France, notwithstanding the conduct of those who have since governed this country would lead us to think very differently.

But the law is without a penalty! It may be broken by whoever shall dare to break it—and the country or the tribunals, the Chamber or the people, must decide, when it is broken, what shall be done with the violators of its provisions. Why is this? 1st, Because no penalty short of death could be enacted in the opinions of these Jurisconsults for such an offence. Solitary imprisonment for life would surely, however, be a sufficient pain for such a mad proceeding. 2d, Because neither Chamber would consent to apply the penalty of death to the members of the family of Buonaparte; and 3dly, Because as Louis Philip and his Ministers are a vast deal more afraid of the Duke of Reichstadt than they are of the Duke of Bordeaux, they wish Napoleon's family to be banished by the same law as that which proscribes Charles X. and his descendants.

The descendants of Napoleon then are to be re-banished! It is true that the penalty of death which was attached to the law passed against his family in the reign of Louis XVIII. is now repealed; and it is also true that an amendment of M. Comte being carried, the proscribing law, as against Napoleon's descendants, is of recent date, whilst that against the Bourbons is entirely new; but still this new law proscribes them—and yet repeals the penalty attached to their return! Now why is this? 1st, Because Louis Philip and his family have great apprehensions of the Duke of Reichstadt. 2d. Because Austria has refused to state what her intentions are with reference to the young Duke, whom she always keeps "as a great card in reserve." 3d. Because the *juste milieu* are resolved on persevering in their system, and they have well grounded fears lest that continuance should lead to resistance, and lest that resistance might be followed by a Napoleon II. conspiracy, or national *complot*; and 4th, Because the Royalists have urged on and voted for the proscription of the members of Napoleon's family, in order to render unpopular the law which banishes alike their Idol, the Duke of Bordeaux.

One word more on this subject, and we will pass to something else. The law at last was opposed by 69 Deputies, who voted against it! This is a fact to be remembered! Sixty-nine deputies voted against it!! Who were they? lovers of Charles X. and of the Duke of Bordeaux? No; but Napoleonists!—Why are they Napoleonists under the reign of Louis Philip? Because the Revolution of July has not attained its object, and has been arrested by those who should have led it. Allow me, also, to direct your attention to the fact that M. Comte alone understood, or, at least, alone sought to establish the principle of this law of Bourbon exclusion, but which was, nevertheless, not adopted. He proposed to the Chamber of Deputies to declare, that the Bourbons were banished not merely for the Ordonnances of July, as some absurdly imagine, but the Bourbons were banished because they were anti-national—because their principles and policy were opposed to the national sovereignty, and because they had been restored twice by foreign bayonets and by the Holy Alliance! This was the law which should have been passed, and then we should have advanced a step in the Revolution; but the majority were afraid, and M. Comte's amendment was rejected.

Poland is to be incorporated with Russia! I state this as a fact, and not as an opinion. I speak after the best information I have been enabled to procure from St. Petersburgh and Moscow, as well as from Berlin, Vienna, and unhappy Warsaw. The Emperor is to issue proclamations—make promises of pardon—and affect generosity; but Poland is not to have a national government—a national army—a national chief (subject to Russia)—a national constitution (though promised by the Congress of Vienna)—a national Diet—a national language; or, in fine, that national existence, which Louis Philip declared, a few weeks since, was "not to be allowed to perish!" Prince Talleyrand is not attended to—Lord Palmerston is not listened to—Poland has pleaded in vain—Prussia has counselled in vain—no real act of substantial justice is to be acceded to—and Poland is not to be an independent kingdom! This is the present position of affairs, and I defy the denial of this announcement. Well, there is a Whig Government in England—a Government composed of such men as Grey, Brougham, Palmerston, and Althorp, about to consent to such a violation of the rights of men, and to such a denial of justice as well as to such an act of suicide on the part of Russia—and to a measure which must lead to new revolutions in Europe!—Can it be, that Poland is to be sacrificed to Russian ambition, and that even the Treaties of Vienna, which have been maintained against all people, are now to be violated, in order to secure the same object—the destruction of liberty in Europe? I put this question through *The Morning Chronicle* to the lovers of freedom all the world over; and I ask, what security does Great Britain possess for the peace of the continent—for her continental possessions—and for that equilibrium which it is so necessary to preserve, if Russia is thus to be allowed to violate with impunity the most solemn engagements, and to oppress with so atrocious a tyranny?

M. Casimir Perrier is to propose that France shall disarm! This is his favorite project—this is the subject of interview after interview, and conversation after conversation, between M. Casimir Perrier and the Austrian Ambassador—this is the reason why courier after courier proceeds to and leaves Vienna for Paris—this is the vast result which the President of the Council hopes to bring about. For this purpose the German Journals are instructed to call on France to disarm! For this purpose articles are written by order of Prince Metternich and are sent to the Augsburgh Gazette—for this purpose the Journal des Debats, the France Nouvelle, and the Messager des Chambres, are ordered by M. Perrier to translate, word for word, these paragraphs from the German Papers into these French Ministerial Journals! For this purpose, the law has been introduced as proposed by M. Casimir Perrier, for a nominal organization of three hundred thousand moveable National Guards; and, finally, for this purpose, diplomatic dinners have been recently given—diplomatic assurances exchanged—and the Austrian Ambassador "drinks the health of M. Casimir Perrier, as the Saviour of Europe!!!" But who is to begin?—

Austria has done very little, after all, towards a practical disarming! Prussia has done still less! and Russia, Holland and Spain have done nothing at all! "Never mind that (says Count d'Appony to M. Perrier), let France begin, and the rest will follow." M. Perrier has nearly brought up his courage to this sticking point—and he is to propose that France shall begin, and that France shall disarm? I will tell you. It will satisfy the rentiers, the proprietors and the capitalists—but it will mortify, enrage and render indignant the millions! Thus the conflict will go on, and we shall yet have to see "which will prevail, the pitcher or the wall?"

The position of Dutch and Belgian affairs is not a little embarrassing. The recognition of Belgium of the twenty-four articles by the five Powers does not get rid of the King of Holland—does not evacuate Antwerp—does not divide Luxembourg or Limbourg—does not evacuate Maestricht—and does not ensure peace between Holland and Belgium. The King of Holland remains obstinate. Will the five Powers blockade the Dutch coast, seize the Dutch vessels, march an army to Amsterdam or the Hague—order all Ambassadors to quit the seat of Dutch Government, and suspend the amicable relationships subsisting between the five Powers and the Dutch King! If so, then, indeed the Conference will become a reality—and the Protocols something more than waste paper—but, till then, of what use is a Treaty not yet confirmed, and which is not to be ratified for two months to come? Between now and the two months the King of Holland will satisfy the Emperor of Russia that he ought not to accept of such conditions—and that the proposed treaty may not be ratified. Besides this, let the lovers of freedom bear in mind, that although upon this occasion the conference of London may decide in favor of the

Belgian Revolution and against the King of Holland—yet that if a new Holy Alliance is to be thus allowed to dictate and decide on European affairs, their next decision may be as unfavorable to liberty as this has been to the King of the Dutch.

What is Russia about? This is the first and most pressing subject of the day. In this letter I can do no more than put the question. Do you know what she is about? Conspiring against England, against France, against Austria, against Poland, and against Turkey! We will examine the policy of Russia very shortly, for it is most dangerous and most fearful.

The affairs of *Greece* and *Italy* are in *statu quo*. The Pope makes no concessions. The Austrian army is always there on the frontiers of his states to defend him. The Romans are persecuted. The Duchess of Parma is as cruel as ever—and the Duke of Modena has imprisoned and persecuted all who did not escape from his fangs. In Greece there is anarchy and confusion. The Greece of the Protocols is not sufficiently extensive—and the Porte will hesitate before it will consent to its enlargement. Thus the horizon is cloudy, and the Revolution of July, 1830, has been arrested. But will this state of things always continue? No. We must get through the winter first, and the spring of the year will return with new and most important events.—You may be sure of this.

Your obedient servant, O. P. Q.

AFFAIRS AT HOME.

TWENTY-SECOND CONGRESS—1st SESSION.

Jan. 9.—Considerable discussion occurred in both Houses, on a reference of the petition of the President and Directors of the United States Bank, for a renewal of their charter. The petition was finally referred, in the Senate to a Select Committee, and in the House of Representatives to the Committee of Way and Means.

IN SENATE—*Jan.* 10.

On motion of Mr. Clay,

The Senate postponed until to-morrow, the consideration of the resolution introduced by him directing the Committee on Finance to report a bill to abolish the duties on imported articles which come into competition with those of American manufacture. The bill to erect barracks and store houses in the vicinity of New-Orleans was, after a debate in which Messrs. Smith, Benton, Hayne, and Forsyth participated, passed. The bill concerning Navy Agents was also passed. Several important resolutions on the subject of the Bank of the United States were introduced by Mr. Benton, and will be found in our report of this day's proceedings.

In the House of Representatives, all the unfinished business before the Committee of the District of Columbia, during the last session of Congress, was, on motion of the chairman, Mr. Doddridge, committed to the present committee on that subject. Mr. Drayton from the committee on Military Affairs, reported the appropriation bill for the Engineer and Ordnance Departments; and it was read a first and second time and committed to a committee of the Whole House on the state of the Union. The resolution offered by Mr. Carter, of N. Y. respecting property lost during the late war, was taken up and considered. Mr. Cooke addressed the House in its favor until the close of the hour. The bill for the settlement of the South Carolina claims was the next business in order; but on motion of Mr. Polk, its consideration was postponed; and the House resolved itself into a committee of the Whole on the state of the Union, Mr. Hoffman in the Chair and took up the bill for the apportionment of Representatives among the several States according to the fifth census. The bill fixes the ratio of representation at *forty-eight thousand*, instead of *forty thousand* as at present. Mr. Craig moved to strike out the words 48,000, and Mr. Jarvis moved that the ratio be *seventy five thousand*, but the latter proposition was negatived. Mr. Jenifer moved that it be *forty-five thousand*, but before a vote was taken, the committee rose and reported progress, and the House adourned.—[U. S. Telegraph.]

Jan. 11.—Mr. Clay made his first speech in the Senate in support of his proposition to abolish the duties on articles not competing with those grown or made at home. It appears by the concurrent testimony of all parties, that it was listened to with great gratification by an assemblage so large, as to have encroached (the lady portion of it) on the seats of Senators. Mr. *Hayne*, of South Carolina, made a short rejoinder, asking the postponement of the subject till next Monday, and intimating, that the proposition of Mr. Clay could not be accepted by South-Carolina.

CONGRESS—*Thursday.*

In the Senate a report was received from the Secretary of the Treasury, containing the names of the applicants under the act for relief of certain insolvent debtors of the United States, and the amount of the debts due from each; also, of the names of those who have obtained a release, together with the terms of compromise made in each case. After the adoption of the resolutions of Wednesday, and the ordering of several bills to a third reading, the following bills were passed: The bill providing for the laying out and constructing a road from Line Creek to Chattahoochie and for othes purposes; the bill for the relief of William King and others; and the bill for the relief of Henry Kilbourn. The Senate spent some time in the consideration of Executive business.

In the House of Representatives, Mr. Jenifer introduced a resolution for the appointment of a select committee to inquire into the expediency of a removal from the country by the general government of the free colored population, which, after some discussion was postponed till Monday. Mr. Thomas, of Maryland introduced a resolution on the subject of ascertaining the amount, if any, of indemnity due to the State of Maryland for losses sustained during the late war, which was referred to the committee on Military Affairs. The resolution introduced on a former day by Mr. Bouldin, on the subject of *ad valorem* duties on certain goods, was then taken up; Mr. Stewart moved to refer it to the committee on Manufactures instead of the Committee on Commerce. A debate ensued, which continued till the expiration of the hour. The House then went into a Committee of the Whole on the state of the Union, Mr. Hoffman in the chair, on the apportionment bill; the amendment of Mr. Jenifer, to fix the ratio at forty-five thousand, was negatived. Mr. Stewart proposed another amendment to fix it at forty-six thousand. This was discussed until near 4 o'clock, when the committee rose, and the House adjourned.—[U. S. Telegraph.]

Friday.

The Senate spent the greater part of the day in the consideration of Executive business, having gone through with the usual morning business at an early hour. A few petitions were presented, and resolutions were submitted by Messrs. Hendricks and Moore. Several bills from the House of Representatives were passed through their first and second readings and referred to appropriate committees.

In the House of Representatives numerous bills were reported from the committees, and acted upon by the House. Consideration of Mr. Bouldin's resolution was resumed, and the subject was further discussed by Mr. Cambreleng and Mr. Dearborn. Mr. Davis, of Massachusetts, was proceeding to move a further amendment, when the hour expired, and the House passed to the order of the day. The resolution introduced by Mr. Vance, respecting the abolition of the office of Assistant Engineer, was ordered to a third reading. The remainder of the sitting was devoted to the consideration of private bills.—[Telegraph.]

NEW YORK LEGISLATURE.

Tuesday 10*th.*—In the Senate, the act for the improvement of the Literature Fund was passed; and in the Assembly, the time was principally consumed in receiving petitions, among which were several for the construction of Rail-roads.

Wednesday, 11*th.*—In Senate.—Petitions: For a Rail-road from Jefferson to Oneida Lake; that Erie Canal be supplied with water from Oneida Lake.

The Attorney-General reported on the resolution of the Senate, which was offered by Mr. Allen, relative to the "Safety Fund" act. The question was whether the salaries of the Bank Commissioners could be paid out of the principal, or only out of the interest of said fund. The Attorney-General is of opinion that the salaries may be paid out of the principal, until the interest is sufficient to pay them.

In the House, after the presentation of various petitions, a discussion took place on a bill to prevent the exhibition of Shows, which was finally laid on the table.

LEGISLATURE OF NEW-YORK—*Thursday.*—In the Senate the resolution from the Assembly instructing our Senators and requesting our Representatives in Congress to use their exertions to procure a general Bankrupt Law, was referred to the Judiciary Committee. Mr. Cropsey offered resolutions, which were agreed to, to consult the Attorney-General as to the precise effect of grants, under the Revised Statutes, from the Commissioners of the Land Office, of lands under water around Staten Island. A bill was ordered to a third reading for bringing to a close the affairs of the Commissioner of the Loan Office in this city and county.

IN ASSEMBLY.

Petitions presented and referred:

For the Chemung canal bank at Elmira; for a bank at Herkimer; for a bank at Little Falls; for a bank at Ovid; for a bank at Waterloo; for a Rail-road from New-York to Albany; for a Rail-road from Warrensburg to Glen's Falls; of the Mohawk turnpike company to construct a Rail-road on the north side of the Mohawk from Schenectady to Utica; for a Rail-road from Troy to Whitehall; for a Rail-road bank at Schenectady; for a bank at Le Roy; two petitions for a bank at Waterloo.

Mr. Myers gave notice of his intention to introduce a bill to increase the salaries of the Chancellor, Justices of the Supreme Court and Circuit Judges. The concurrent resolution for the amendment of the Constitution, so as to render the Mayor of New-York eligible by the people, was passed unanimously.

The Committee of the Whole passed the bill to incorporate the Mechanics' Mutual Benefit Society in New-York, and it was ordered to a third reading. The rest of the day was spent in debate, but without result, on the bill relative to public shows, &c.

IN SENATE—*Jan.* 13.

Petition:—For the incorporation of a company to construct a Rail-road from Watertown to Rome.

Bills read a third time and passed.

To incorporate the Newburgh Whaling company—ayes 23, noes 1.

Respecting the loan officers of the city and county of New-York.

After the consideration of Executive business, the senate adjourned.

IN ASSEMBLY.

Petitions:—For a canal from Oneida Lake to the Erie canal; for the American Insurance Company; seven petitions for a bank at Cortland village; for a Rail-road from the Catskill and Canajoharie Rail-road to the Susquehannah river; for a branch Rail-road from the Hudson and Mohawk Rail-road thro' the city of Albany to the Hudson river; for the Rail-road Bank at Schenectady; that the Albany and New York Rail-road may pass through the towns of Pawlings, Dover and Amenia; of sundry citizens of New York against certain unconstitutional laws; to incorporate the North American mining company.

By Mr. Myers, pursuant to notice, to increase the salaries of the chancellor, judges of the supreme court and circuit judges. [Fixes the salaries of the chancellor and judges at 2,500 dollars per annum, and circuit judges at 1,600 dollars.]

Mr. Curtis laid on the table a concurrent resolution for the amendment of the constitution, so as to authorize a reduction of the duty on salt manufactured in this State.

The bill to incorporate the N. Y. Mechanics' Mutual Benefit Society, was read a third time and passed.

The committee of the whole, resumed the consideration of the bill, directing the justices of the peace to exact a sum not less than $5, nor more than $25, for the exhibition of shows. A long, animated and interesting debate ensued. The motion to strike out the first section was lost 45 to 65. The first section was then carried, 59 to 33. The second section was amended so as to direct the amount of license to be paid to the town overseers where the distinction between town and country poor is not abolished, and in other cases to the county treasurer; and was then adopted. Mr. Moulton moved an additional section limiting the continuance of the license to one year in each case, which was lost. The bill was passed, and ordered to a third reading. Adjourned.

In the Legislature on Saturday, the ordinary proceedings were suspended on information being communicated of the death of Mr. Walker, a member of Assembly from Clinton country. The Assembly appointed a committee to conduct the funeral, and having informed the Senate of the death, &c., that body passed the ordinary resolution of mourning and then both Houses adjourned.

The Legislature only met on Monday in order to attend the funeral of Mr. Walker, of the Assembly. The Court of Errors also opened on that day, and immediately adjourned till the next day.

IN SENATE—*Tuesday.*

Petitions.

From inhabitants of Dutchess for a Rail-road from Poughkeepsie to the Connecticut line; also from a Rail-road Convention recently held at Kingston for a Rail-road from Kingston to Oswego or Chenango Point; for a Rail-road from Watertown to Rome.

The Assembly sent four bills for concurrence.

Also, the joint resolution of last year for an amendment of the constitution, so that the Mayor of the city of New York may be elected by the people.

Mr. Maynard, offered the following resolution, and made some observations to show its propriety.—It was adopted, with an amendment offered by Mr. Steward, including Auburn State Prison, and is as follows, to wit:

Resolved, That the Committee on Canals inquire whether Stone for Bridges, Aqueducts, Slope walls, and other uses of the Canals of this State can advantageously be prepared, and furnished at the States Prison at Sing Sing and Auburn, and if so, that said Committee report a bill to effect that object.

The Senate suspended Legislative business, and the Court of Errors was opened.

B. F. Butler Esq. moved a re-hearing in the case of Mr. M'Carty, *appellant* vs. Teller, *respondent.*

The motion was opposed by J. Rhoades, Esq.

Whereupon the Court adjourned to the first Monday of February next, to decide this motion, and the Senate went into executive business; after the consideration of which, adjourned till 11 o'clock to-morrow morning.

IN ASSEMBLY.

PETITIONS.—To incorporate the New-York Pearl-street Bank; for the Somers Bank in Westchester; for a Rail-Road from Buffalo via Westfield to Pennsylvania; for a Rail-Road from Buffalo to Schenectady; for the New-York Fire Insurance Company; against changing the location of the Traders' Bank, in New-York; for a Rail-road from Utica to Pennsylvania; for a Rail-road from Jamaica to Brooklyn; for the Clinton County Bank at Plattsburgh; for a Bank at Medina, Orleans county; for the Commercial and Marine Insurance in New-York; for a Rail-road from Rochester, through the valley of the Tannewanta, to the Allegany; for a Rail-road from Whitehall to the Vermont Line.

The Speaker communicated an invitation of the Executive Committee of the State Temperance Society, to attend its annual meeting this evening.

Mr. Arnold called for the consideration of his resolution asking such a modification of the Militia Law as to exempt persons under 21 and over 40 from service.

The House in committee of the whole, had the bill to incorporate the Newburg Whaling Company under consideration.

On motion of Mr. Bishop, who wanted time to examine the principles of the bill, the committee rose and reported.

Abstracts from Superintendants of the Poor, were communicated by the Secretary of State.

APPOINTMENTS BY THE GOVERNOR AND SENATE.

New-York.—Thomas J. Shankland, inspector of distilled spirits; Samuel A. Porter, Notary Public; Campbell P. White, Quartermaster-General; Abraham Mason, inspector of the 1st Brigade of Artillery.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Daniel S. McCauley, of Pennsylvania, to be Consul of the United States, for the city and kingdom of Tripoli, vice Charles D. Coxe, deceased.

Samuel I. Carr, of South Carolina, to be Consul of the United States, for the Empire of Morocco, vice John Mallowney, deceased.

John Martin Baker, of Pennsylvania, to be Consul of the United States, for the port of Rio de Janeiro, vice W. H. C. Wright, removed, at the request of the Brazilian Government.

George Strobel, of Pennsylvania, to be Consul of the United States, for the port of Bordeaux, in France, vice Daniel Strobel resigned.

Frederick E. Bunker, of New-York, to be Consul of the United States, at Constantinople.

George Walker, of Florida, to be Attorney of the United States for the Western District of Florida, vice John K. Campbell, transferred to the Middle District.

Thomas Easton Randolph, of Florida, to be Marshal of the United States, for the District of Florida, vice Alexander Adair, deceased.

Samuel Blair, of Florida, to be Marshal of the U. States for the Eastern District of Florida, vice Waters Smith, deceased.

John K. Campbell, of Florida, to be Attorney of the U. States for the Middle District of Florida, vice James A. Dunlap, deceased.

Matthew Hall M'Allister, of Georgia, to be Attorney of the United States for the District of Georgia.

James C. Cole, to be Collector of the Customs fo the District, and Inspector of the Revenue, for the port of Newbern, in the state of North Carolina, vice Francis Hawks, deceased.—[Globe.]

MASSACHUSETTS.—Gov. Lincoln's Message was sent on Monday. It is long, as is the custom now-a-days, but confined to topics of local legislation.

On the subject of the improved condition of the *State Prison*, there are these encouraging paragraphs:—

Honor to the wisdom, the moral confidence and courage, the determined and persevering purpose of successive Legislatures in a few years past, that, by liberal appropriations from the Treasury to the means of experiment in penitentiary regulation and discipline, a mere *Prison House*, for the physical restraint of the body, has been converted into a *School* of salutary instruction and reform to the minds of the most vicious and abandoned of our fellow-men. Although but little more than two years have elapsed since the introduction of a new system of employment and control into the Prison, the beneficial effects are distinctly visible, both within and without the walls. The demeanor of the convicts has been softened and corrected, and from the admonitions afforded here, and the greater terror inspired abroad, commitments have sensibly diminished. Within the last year, the number of prisoners was reduced from 290, at its commencement, to 256 at its close. The Directors express the opinion, "that crimes of an atrocious character are less frequent than was once the case; and that the majority of the convicts appear to be inferior in intelligence and information to the average of any class of our citizens." A most instructive result is also produced by the curious and critical investigations of the Chaplain, into the characters and lives of these miserable men. Of 250 convicts, whom his inquiries respected, he ascertained that 156 were led by intemperance to the commission of the offences for which they suffer; that 182 of the first mentioned number had lived in the habitual neglect and violation of the Sabbath; 82 were permitted to grow up from infancy, without any regular employment; 68 had been truants to their parents while in their minority; 61 could not write, and many were wholly unable to read. The intimate connexion and association of ignorance with vice, of dissoluteness with outrages upon the laws, are here distinctly traced:—

The balance of the annual account which, for several of the preceding years, had been found to be large against the Institution, in the exhibit of this year, is diminished to the inconsiderable sum of 477,41 dollars; and against this, even, it should be understood, there are numerous considerations of credit, particularly mentioned in the Reports, which, if they had been taken into the account, would materially and most favorably have affected the result. In 1828, the excess of expenditure was more than 12,000 dollars; in 1829 it was between 7 and 8000, and, in 1830, it approached to 7,000. There can be but little doubt, that, henceforth, the earnings of the Prison will meet the ordinary expenses of its government and support, and leave something, annually, for repairs and such additional accommodations as utility or convenience may require.

The question of the N. E. boundary of *Maine* is thus treated:

The reference of the boundary question to the king of the Netherlands, has been wholly ineffectual to its just decision. He has palpably departed from the plain terms of the submission, and substituted a proposition to a compromise of difficulties, for an award upon the matter directly in issue between the parties. As an arbiter, his office strictly was, *to apply a descriptive line of boundary to corresponding appearances on the face of nature.* Rejecting these, he has attempted to establish a new course of division, denoted by monuments totally dissimilar, and through a tract of country distant and widely different. By no rule of municipal or international law can such decision be made of binding obligation, * * * * * * Confidently believing that the award *as an adjudication* is altogether void, I can see no constitutional power in the nation to require an acquiescence in it, on the part of the States which would be prejudiced by its adoption. This must be left to their own volition. Massachusetts, it is true, can suffer directly only in the loss of property; but her sympathies are not the less due to the State of Maine, in the greater stake of physical and political strength which is there at hazard. Were it not for the act of separation, *her* condition had been *our own.*

The Finances of the State are not flourishing—the expenditures being 381,481 dollars—the receipts 326,059; shewing a deficiency of 56,000. Of the aggregate expenditure, 101,227 dollars were for payment of members of the Legislature!

There are some five or six hundred members in the House of Representatives of Massachusetts.

STATE OF MAINE.—We have the message of Gov. Smith, transmitted on the 9th inst. It too is long, though from the necessity of entering somewhat largely into the all absorbing question in Maine, concerning the N. E. boundary and the award of the King of the Netherlands—there is more apology for length in this, than in most cases.

The tone in which Gov. Smith treats that question, is highly commendable throughout. More decisive measures on the part of Maine would perhaps have been acceptable to some of its citizens, but we think the Governor acts wisely and for the general good when he determines to rely that justice will be done by the United States. This sentiment he thus expresses:

"Under existing circumstances, therefore, and while the question is pending before Congress, it is believed to be necessary, as well as expedient, that we should rely upon the government of the Union for the enforcement of our rights; and when we appeal to that government to protect our territory against invasion, we ask not a favor, which may be granted or withheld—but claim a right which the constitution authorizes the state to demand."

STATE OF DELAWARE.—The Governor's Message which was sent to that Legislature on the 4th ult. is like almost all similar documents—*too long.* We cannot cease from repeating this censure. If these annual messages are intended to benefit the public, the length to which they are extended, absolutely defeats that object. The constant repetition year after year of first principles, the resurgence to the elements of society, and to the motives of men, for forming governments, &c. may now surely be omitted in this country, where all this is taken for granted.

Subject to these exceptions common to it with so many others, the message of Governor Hazard, is what it should be—of local interest—leaving general politics to the general government.

VIRGINIA.—The proceedings of the *House of Delegates*, on the 11th inst. (copied below) give promise of a better condition of things in that great Commonwealth, than we had dared to hope for at this early day. Slavery—whenever the interdict which heretofore has closed all lips, and palsied every hand in Virginia against its discussion, shall be removed—will appear and be acknowledged there as the source alike of danger and of poverty—horrible in itself—horrible in its consequences, both to master and slave. The opinions of that State, when enlightened by discussion, must arrive at the conclusion, that if the evil can be eradicated, it should be.

Most anxiously will the people of the free States watch the progress of this discussion—most earnestly will they desire that it may be conducted with the calmness and solemnity which its deep importance merits—and most happy, we are sure, would they be, if, by any aid of sympathy, or of their portion of the public treasure, they could con-

tribute to the certain, though prospective and even distant, abolition of slavery in Virginia:—

On motion of Mr. Goode,

Resolved, That the Select Committee raised on the subject of Slaves, Free Negroes, and the melancholly occurrences growing out of the tragical massacre in Southampton, be discharged from the further consideration of all petitions, memorials and resolutions which have for their object, the manumission of persons held in servitude under the existing laws of this Commonwealth, and that it is not expedient to legislate on the subject.

Mr. Randolph moved to amend the resolution of Mr. Goode, by striking therefrom, the whole after the word Southampton, and insert in lieu thereof the following—"be instructed to inquire into the expediency of submitting to the vote of the qualified voters in the several towns, cities, boroughs, and counties of this Commonwealth, the propriety of providing by law, that the children of all female slaves who may be born in this State, on or after the 4th of July, 1840, shall become the property of the Commonwealth, the males at the age of 21 years, and females at the age of 18 years, if detained by the owners within the limits of Virginia, until they shall respectively arrive at the ages aforesaid, to be hired out until the nett sum arising therefrom, shall be sufficient to defray the expense of their removal beyond the limits of the U. States, and that said Committee have leave to report by bill or otherwise.

Mr. Goode addressed the house in a very earnest andemphatic style, in support of his resolution.

Mr. Bryce of Frederick, briefly expressed his hostility to both resolutions, and whilst he was opposed and instructed to oppose any scheme of abolition, desired that the Committee might report.

Mr. Moore followed in opposition to the resolution, and in decided support of the abolition of slavery, the course of which he exhibited by a variety of strong and interesting views.

Mr. Bolling succeeded Mr. Moore, in opposition to the resolution of Mr. Goode, and commanded the attention of the House in the delivery of a speech replete with fine thoughts, wise reflection, and generous sentiment.

Mr. Randolph next took the floor, and eloquently supported his resolution, and depicted the necessity of acting, but through the instrumentality of public opinion in the first place.

When he had concluded,

On motion of Mr. Gholson, the resolutions were, for the present, laid on the table, and the House adjourned.

[*From the Richmond Whig of 13th inst.*]

In the House of Delegates yesterday, an effort was made to preclude farther debate on the resolution offered by Mr. Goode, to discharge the Committee, and declaring it inexpedient to legislate on the subject of Slavery, and Mr. Randolph's substitute thereto. Both sides of the House voted against the attempt to arrest debate, six only being opposed to taking up the resolutions. When taken up, Mr. Gholson, who was entitled to the floor, spoke upwards of two hours in support of the resolution to discharge, and in reply to gentlemen who had preceded him. He was followed by Mr. Rives, who sustained Mr. Randolph's substitute, in a bold, manly and concise argument. The House then adjourned.

The termination of the debate, and the result, we shall not attempt to conjecture. The incalculable weight of the question, and the deep excitement which it has occasioned, will multiply disputants and prolong discussion. Originally sought by one side, and subsequently demanded by the other, the debate will not stop probably until the mighty question which it involves is explored in all its bearings.

[*From the National Gazette.*]

On Friday, a grand Temperance Meeting was held at Washington.

"The meeting was called to order by the Hon. Lewis Condict, member of Congress from the State of New Jersey: who moved, that the Hon. Lewis Cass, Secretary of War, be invited to take the Chair.

"The Hon. John Blair, member of Congress from the State of Tennessee, then moved that Walter Lowrie, Esq. Secretary of the Senate, be appointed Secretary of the meeting."

The meeting was addressed by Felix Grundy, Theodore Frelinghuysen, Mr. Bates, Mr. Wayne, Mr. Webster, all members of Congress. Resolutions were passed against the use of spirituous liquors.—The National Intelligencer says—

"We noticed among the audience most of the Members of both Houses of Congress; also many of the officers of government, and gentlemen of the army and navy. The meeting was such as cannot fail to give the cause of Temperance a powerful impulse throughout the country. We understand the speeches of the gentlemen who addressed the meeting will be published in a pamphlet form, and extensively distributed."

[*From the Journal of Commerce.*]

Consumption of Ardent Spirits.—The amount of ardent spirits imported into the United States

In 1824, was	5,285,047 gals.
1825	4,114,046 do
1626	3,322,380 do
1827	3,465,302 do
1828	4,446,699 do
1829	2,462,308 do
1830	1,095,488 do

Here is an exhibition which cannot fail to gratify the friends of Temperance, and encourage the efforts of Temperance Societies. During the six years prior to 1830, the average annual importation was 3,849,296 gallons; or 3 1-2 times as much as was imported in 1830. During the five years prior to 1829, the average annual importation was 4,126,694 gallons; or 3 3.4 times as much as was imported in 1830. Moreover, the imports in 1830 were less than half the amount imported in 1829, and less than quarter the amount imported in 1828.

To all this it may be replied, that the diminution of imported liquors is owing to the practice, now very common, of manufacturing *foreign* liquors out of domestic; adding only a sufficient quantity of the *real* foreign, to impart a flavor to the compound.—In the next place, then, we will turn our attention to domestic liquors.

The amount of such liquors inspected in this city in 1828, was 111,564 casks; in 1829, 79,913; in 1830, 72,768; in 1831.— —* Showing a diminution, in two years, of more than one third.

The amount of whiskey which arrived at Albany on the canals in 1829, was 18,194 bbls. and 3,744 hhds, equal to 33,170 bbls; in 1830, 28,207 bbls. and 1,420 hhds. equal to 33,887 bbls; in 1831, 18,681 bbls. and 1,875 hhds., equal to 26,181 bbls. Showing a considerable diminution, notwithstanding the general business of the canals has greatly increased.

The amount of whiskey which arrived at New-Orleans from the interior in 1827, was 35,982 bbls; in 1828, 44,507; in 1829, 26,449; in 1830, 24,549; in 1831, 30,579. Showing a diminution as compared with former years, although most other articles from the interior have increased with amazing rapidity.

The quantity of whiskey which passed the Miami Canal at Dayton, Ohio, in 1829, was 7,378 bbls; in 1830, 7,142; in 1831, 4,244.

On the whole, then, it is fair to conclude that the extraordinary diminution in the consumption of foreign spirits is not counterbalanced by an increase of the domestic article, but on the contrary, that the consumption of domestic spirits is also diminishing, notwithstanding the great increase of population.

Contrasted with the state of the country in former years, these facts are most cheering; but compared with what they ought to be, they are melancholy in the extreme. The nation still makes way, every year, with a suffi ient quantity of these abominable drinks, to form a navigable river: and ninety-nine hundredths of the whole amount is exhaled in oaths and curses, tears and blood, misery and death! When shall this sweeping pestilence cease to stalk through the land? When shall American citizens, one and all, become as temperate as the beasts that serve them? Enough has been effected to shew what can be done by united and persevering exertions:—enough remains undone to fill the heart with anguish. In conclusion, we subjoin the following paragraph, which shows that the Temperance Reformation is not confined to the United States:

Decrease in the Consumption of Spirituous Liquors.—Up to 1829 there was a progressive increase in the consumption of spirits in Ireland. In 1830, there was a decrease on home-made spirits alone of 210,903 gallons; and in the first half of 1831, a decrease of 721,564 gallons; while in Scotland, during the same time, the decrease was 513,697 gallons. In the Langan district, comprehending Belfast and its vicinity, there has been for the last year a decrease of 84,808 gallons, being nearly one third of the whole consumption.—[Belfast News Letter.]

* We have not been able, as yet, to obtain the Inspectors' returns for 1831, but learn that the amount is considerably less than in 1830.

Mount Pleasant State Prison.—The annual report of the inspectors of the state prison at Mount Pleasant was made to the Senate on Thursday.

From the 1st day of November 1830, to the 30th day of September 1831, the agent for the prison, Robert Wiltse, Esq., received for its use the sum of $75,701 17

Of which there was expended during the same period for the use and benefit of the prison, the sum of $72,334 71

Leaving a balance in the hands of the agent on the 30th of September, of $3,336 46

The sales from the labor of convicts during the same period amount to $40,011 93, deducting from which $1,473 00, the cost of the purchased materials, iron, &c., included in the sales, leaves $38,538 93, the actual amount produced by the labor of the convicts.

The additional 200 cells, heretofore directed to be built, are finished, and the prison is now five stories high and contains 1000 cells. There has also been erected during the past year, one wing of a substantial and permanent workshop, 156 feet long by 36 feet wide; a fire proof powder magazine; and last winter at the time of the alarm of small pox, a building of wood for a hospital, 60 feet long by 20 feet wide, was erected, to be in readiness against the introduction of that or any other contagious and alarming disease. The kitchen, washroom and store-room, originally intended for the accommodation of 800 men, have been necessarily enlarged, to meet the wants occasioned by an increased number of convicts.

The quarries at the prison have been extended, and a new one opened at the south part of the farm, at some distance from the prison, and a road worked to it; but the value of this, as well as of the other quarries, is diminished, by the immense amount of labor necessary to remove the superincumbent earth and rubbish, and by the excess of inferior stone over the marble of a good quality. These causes, it is feared, will continue, as heretofore, to lessen the productiveness, which might at first have been expected from the quarries at this prison.

The number of convicts at the prison on the 31st day of October, 1830, was 770

From that time to the 30th day of September, 1831, there was received 338

—1108

There were discharged during the same period by expiration of sentence 65

By death 28

By pardon 24

And drowned in attempting to escape 1

— 118

Leaving in the prison Sept. 30, 1831 990

Making an increase of 210 during the 11 months previous.

The estimated expense for the current year is $77,638 88, of which it is believed $48,000 will be realized from the labor of convicts, leaving about $29,000 to be supplied from the treasury.

The report concludes as follows:

"In conclusion, the agent and officers of this prison are believed to be faithfully and zealously engaged in promoting its welfare and success. In their fidelity the inspectors have the most entire confidence, and would recommend them to the confidence and support of community.—[Albany Argus.]

Onondaga Salt Springs.—The annual report of the superintendant of the Salt Springs, and the inspector of salt in the town of Salina, was yesterday communicated to both houses of the legislature.

It appears by the report, that during the year 1831, there were 1,514,037 bushels of salt inspected in the town of Salina; 189,000 bushels of which was coarse salt; 166,000 having been made by solar evaporation, and the residue by solar heat and artificial heat combined.

The number of manufactories of salt by artificial heat in that town, is 135, containing 3076 kettles. The manufactories making salt by solar heat or evaporation are, the Onondaga salt company, the Syracuse salt company, and Henry Gifford's works: in all, consisting of 1,303,024 superficial feet of lots.—[Albany Arg. of 13th.]

The Secretary of the Navy has announced that a Board for the examination of Midshipmen will be convened at Baltimore on the third Monday of March next.

SUMMARY.

The Washington correspondent of the Daily Advertiser, states that the nomination of Mr. Livingston, as Secretary of State, was unanimously confirmed by the Senate on Thursday. The nomination, therefore, of Mr. McLane, as Secretary of the Treasury, is the only one of the Cabinet officers still to be acted on.

Mercantile Library Association.—The Annual Report of this Association represents its concerns to be in a prosperous condition, and its efforts increasingly useful. The receipts during the year have exceeded the estimate—the number of members have increased from 960 to 1300—and 750 volumes have been added to the library. The whole number of volumes at the present time is about 6650. During the winter the delivery of books to subscribers will average 200 per day, and during the year will not fall much short of 50,000 volumes.—[Jour. of Com.]

Bank Capital.—In the Assembly, on Wednesday, the Comptroller, agreeably to a resolution of the 6th, made a report of the amount of Bank Capital in the different counties and towns of this state. The amount actually paid in is as follows :—

Albany	1,576,600	Niagara	100,000
Broome	100,000	Oneida	700,000
Cayuga	200,000	Onondaga	150,000
Chautauque	100,000	Ontario	800,000
Chenango	120,000	Orange	245,660
Columbia	100,000	Oswego	150,000
Dutchess	175,000	Otsego	220,000
Erie	200,000	Rensselaer	190,000
Genesee	100,000	Saratoga	100,000
Greene	250,000	Schenectady	165,000
Jefferson	80,000	St. Lawrence	100,000
Kings	300,000	Tompkins	200,000
Livingston	160,000	Ulster	160,000
Madison	100.000	Washington	100,000
Montgomery	100,000	Wayne	100,000
Monroe	556,000	Yates	100,000
New-York	15,561,000		
			$24,133,260

Cheap Fuel.—In Germany, where the price o wood is comparatively as high as in New York, *Tann* which has been used by the Tanners, is made by them into square cakes, similar to Dutch turf. It gives a steady though not a very hot fire, and when used in a stove, together with wood, leaves better coals than wood alone—It proves a great saving, the price being only 4 1-2 gilders per 1000 cakes, which is about equal to one dollar seventy-five.

From the Cincinnati (Ohio) Chronicle of 7th inst. we extract the following account of the breaking up of the ice.

The ice in Licking river broke up early this morning. It has rushed out into the Ohio, with such violence, as to do great injury to the boats at the wharf of this city. Of 7 steamboats lying at it, three are already—(2 P. M.) the New Jersey, Chesapeake, and Lady Washington—wholly destroyed. All the others are injured and in all probability will also be lost. The ice in the Ohio, above this place is not yet broken up.

Pittsburgh, Jan. 10.—*Our Rivers.*—The ice in the Ohio and Monongahela rivers, which had obstructed our navigation for the last seven weeks, broke up on Saturday night last, at about nine o'clock. The Alleghany is still closed. Yesterday at twelve o'clock, the river was thirteen feet above low water, and rising. Navigation, by steam-boats commenced last evening, and will probably continue for sometime, except while obstructed by the ice from the Alleghany, which may be expected in a few days. The opening of the navigation at this season is so unusual an occurrence, that no person can pretend to say how long it may remain open.

Sudden Death of a Member of the Legislature.—The Hon. John Walker, a member of the Assembly from the county of Clinton, was found dead in his bed, at the Merchants' Exchange, about half past 11 o'clock this forenoon. Mr. W. has been in feeble health for several weeks, but was in his seat yesterday, and retired last night, after passing the evening in cheerful conversation with his friends, as well as he had been during the session

His absence at the breakfast table was not remarked; nor was he missed until Mr. Wright had occasion to open his room door, when he was discovered laying on his side, without the distortion of a muscle, and apparently in a quiet sleep. But upon attempting to awaken him, it was discovered that he had fallen into the sleep of death! The spirit had departed.

Dect. Maxwell, who visited the remains, informs us that Mr. Walker's death was occasioned by the rupture of a blood vessel near the heart, and that he undoubtedly died without any consciousness of his situation.—[Alb. Even. Jour. of Saturday.]

A Fire broke out this morning about six o'clock, in the *piano forte* manufactory of ——— Gibson, in the rear of his house in Barclay street, which soon communicated with the large new three story brick house of *Samuel Boyd, Esq.*, fronting on College Place, and with the adjoining house of *W. Aspinwall, Esq.* The wooden tenement in which the fire originated was soon destroyed. The roof and window frames, and much of the wood work in the interior of Mr. Boyd's house, were consumed—and that of Mr. Aspinwell was considerably injured in the same way. Happily the families were all removed in safety—but in wine, plate and furniture, there must be considerable loss. Mr. Boyd's library and papers were all saved.

The houses were, we understand, insured.

[*From the Washington Intelligencer.*]

Unfortunate Raleigh!—Private letters yesterday received from Raleigh, in North Carolina, bring information of a most destructive fire, by which nearly half the town has been destroyed, and with it a large amount of merchandize of all descriptions. About 4 o'clock on Sunday morning, the fire broke out on the east side of Fayettevill-street, and it spread with consuming rage, destroying the whole of that square, and the square north of it, as far as Mr. John Stuart's house. It is a remarkable circumstance that, some years ago, a fire which broke out on the same building lot as this fire did, consumed property on precisely the same ground, and was arrested at the same house of Mr. Stewart. Since then, the whole had been rebuilt in a handsome manner, and was occupied principally by stores. One individual has lost goods to the amount of 20,000; others have probably lost as much, if not more.

MISCELLANY.

The following animated and fanciful description of the Sea, written by Mr. N. P. Willis, who is now abroad, is taken from the New-York Mirror, where it appears under the title of "First Impressions of Europe.—No. 1."

At Sea.—It is a day to make one in love with life. The remains of the long storm, before which we have been driven for a week, lie in white, turreted masses around the horizon, the sky overhead is spotlessly blue, the sun is warm, the wind steady and fresh, but soft as a child's breath, and the sea—I must sketch it to you more eleborately. We are in the Gulf Stream. The water here, as you know, even to the cold banks of Newfoundland, is always blood-warm, and the temperature of the air mild at all seasons, and just now, like a south wind on land in June. Hundreds of sea-birds are sailing round us—the spungy sea-weeds washed from the West Indian rocks, a thousand miles away in the southern latitudes, float by in large masses—the sailors, barefoot and bareheaded, are scattered over the rigging, doing "fair-weather work"—and just in the edge of the horizon, hidden by every swell, stand two vessels with all sail spread, making, with the first fair wind they have had in many days, for America.

This is the first day that I have been able to be long enough on deck to study the sea. Even were it not, however, there has been a constant and chilly rain which would have prevented me from enjoying its grandeur, so that I am reconciled to my unusually severe sickness. I came on deck this morning and looked around, and for an hour or two I could scarce realize that it was not a dream. Much as I had watched the sea from our bold promontory at Nahant, and well as I thought I knew its character in storms and calms, the scene which was before me, surprized and bewildered me utterly. At the first glance, we were just in the gorge of the sea, and looking over the leeward quarter, I saw, stretching up from the keel, what I can only describe as a hill of dazzling blue, thirty or forty feet in real altitude, but sloped so far away that the white crest seemed to me a cloud, and the space between a sky of the most wonderful beauty and brightness. A moment more, and the crest burst over with a splendid volume of foam; the sun struck through the thinner part of the swell in a line of vivid emerald, and the whole mass swept under us, the brig rising and riding on the summit with the buoyancy and grace of a bird.

The single view of the ocean which I got at that moment, will be impressed upon my mind forever.—Nothing that I ever saw on land at all compares with it for splendor. No sunset, no lake scene of hill and water, no fall, not even Niagara, no glen or mountain gap ever approached it. The waves had had no time to "knock down," as the sailors phrase it, and it was a storm at sea without the huricane and rain. I looked off to the horizon, and the long majestic swells were heaving into the sky upon its distant limit, and between it and my eye lay a radius of twelve miles, an immense plain flashing with green and blue and white, and changing place and color so rapidly as to be almost painful to the sight. I stood holding by the taffrail an hour, gazing on it with a childish delight and wonder. The spray had broken over me repeatedly, and as we shipped half a sea at the scuppers at every roll, I was standing half the time up to the knees in water; but the warm wind on my forehead, after a week's confinement to my berth, and the excessive beauty lavished upon my sight were so delicious, that I forgot all, and it was only in compliance with the captain's repeated suggestion that I changed my position.

I mounted the quarter-deck, and pulling off my shoes, like a school-boy, sat over the rails, and with my feet dripping into the warm sea at every lurch, gazed at the glorious show for hours. I do not hesitate to say that the formation, progress, and final burst of a sea-wave, in a bright sun, are the most gorgeously beautiful sight under heaven. I must describe it like a jeweller to you, or I can never convey my impressions.

First of all, a quarter of a mile away to windward your eye is caught by an uncommonly high wave, rushing right upon your track, and heaping up slowly and constantly as it comes, as if some huge animal were ploughing his path steadily and powerfully beneath the surface. Its "ground," as a painter would say, is of a deep indigo, clear and smooth as enamel, its front curved inward, like a shell, and turned over at the summit with a crest of foam, flashing and changing perpetually in the sunshine, like the sudden out-burst of a million of "unsunn'd diamonds," and right through its bosom, as the sea falls off, or the angle of refraction changes, there runs a shifting band of the most vivid green, that you would take to have been the cestus of Venus as she rose from the sea, it is so supernaturally translucent and beautiful. As it nears you, it looks in shape like the prow of Cleopatra's barge, as they paint it in the old pictures; but its colors, and the grace and majesty of its march, and its murmur, (like the low tones of an organ, deep and full, and, to my ear, ten times as articulate and solemn) almost startle you into the belief that it is a sentient being, risen glorious and breathing from the ocean. As it reaches the ship, she rises gradually, for there is apparently an under wave driven before it, which prepares her for its power; and as it touches the quarter, the whole magnificent wall breaks down beneath you with a deafening surge, and a volume of foam issues from its bosom, green and blue and white, as if it had been a mighty casket in which the whole wealth of the sea, cysoprase, and emerald, and brilliant spars had been heaped and lavished at a throw. This is the "tenth wave," and, for four or five minutes, the sea will be smooth about you, and the sparkling and dying foam falls into the wake, and may be seen like a white path, stretching away over the swells behind, till you are tired of gazing at it. Then comes another from the same direction, and with the same shape and motion, and so on till the sun sets, or your eyes are blinded and your brain giddy with splendor.

I am sure this language will seem exaggerated to you, but, upon the faith of a lonely man, (the captain has turned in, and it is near midnight and a dead calm) it is a mere skeleton, a goldsmith's inventory of the reality. I long ago learned that first lesson of a man of the world, "to be astonished at nothing," but the sea has overreached my philosophy—quite. I am changed to a mere child, in my wonder. Be assured no view of the ocean from land can give you a shadow of an idea of it. Within even the outermost Capes, the swell is broken, and the color of the water in soundings is essentially different—more dull and earthy. Go to the mineral cabinets of Cambridge or New-Haven, and look at *fluor spars* and the *turquoises*, and the clearer specimens of *cryseprase* and *quartz* and *diamond*, and imagine them all polished and clear, and flung at your feet by millions in a neon day sun, and it may help your conceptions of the sea after a storm. You may "swim on bladders" at Nahant and Rockaway till you are gray, and be never the wiser.

The "middle watch" is called, and the second mate, a fine rough old sailor, promoted from "the mast," is walking the quarter deck, stopping his whistle now and then with a gruff, "how do you

ahead ?" or "keep her up, you lubber," to the man at the helm; the "silver shell" of a waning moon, is just visible through the dead lights over my shoulder, (it has been up two hours, to *me*, and by the difference of our present meridians, is just rising now over a certain hill, and peeping softly in at an eastern window that I have watched many a time when its panes have been silvered by the same chaste alchymy) and so, after a walk on the deck for an hour to look at the stars and watch the phosphorus in the wake and think of——, I'll get to my own uneven pillow, and sleep too!

POETRY.

A BIRTH-DAY BALLAD.—*By Miss Jewsbury.*

Thou art plucking spring roses, Genie,
And a little red rose art thou;
Thou hast unfolded to-day, Genie,
Another bright leaf, I trow;
But the roses will live and die, Genie,
Many and many a time,
Ere thou hast unfolded quite, Genie—
Grown into maiden prime.

Thou art looking now at the birds, Genie,
But O, do not wish their wing,
That would only tempt the fowler, Genie,
Stay thou on earth and sing;
Stay in the nursing nest, Genie,
Be not seen thence beguiled,
Thou wilt ne'er find a second, Genie;
Never be twice a child.

Thou art building towers of pebbles, Genie—
Pile them up brave and high;
And leave them to follow a bee, Genie,
As he wandereth singing by;
But if thy towers fall down, Genie,
And if the brown bee is lost,
Never weep, for thou must learn, Genie,
That soon life's schemes are crost.

Thy hand is in a bright boy's, Genie,
He calls thee his sweet wee wife,
But let not thy little heart think, Genie,
Childhood the prophet of life;
It may be life's minstrel, Genie,
And sing sweet songs and clear;
But minstrel and prophet now, Genie,
Are not united here.

What will thy future fate be, Genie?
Alas! shall I live to see!
For thou art scarce a sapling, Genie,
And I am a moss grown tree!
I am shedding life's leaves fast, Genie,
Thou art in blossom sweet;
But think betimes of the grave, Genie,
Where young and old oft meet.

MARRIAGES.

MARRIED—On Thursday evening, the 12th inst., by the Rev. Dr. Brownlee, *Joseph Foulke, Jr.* to Miss *Lydia*, youngest daughter of John Beekman, Esq.—all of this city.

At Philadelphia, on the 11th instant, by the Rev. Mr. Winchester, *Robert C. Hill* to *Susan*, daughter of Jacob Clarkson.

Last evening, by the Rev. Dr. Knox, *Mr. Charles Lambert*, of the firm of C. & R. Lambert, of Augusta, Geo. to *Miss Augusta*, daughter of the late John A. Snyder, of this city.

At Glen Brook, on Wednesday the 11th inst. by the Rev. Mr. Lee, *Joseph T. Byrnes*, of Fishkill, to *Martha Clementine Newbold*, of the former place.

DEATHS.

DIED—On Saturday morning, 14th instant, at his residence in Hudson square, Col. ROBERT TROUP, in the 75th year of his age.

At the commencement of the American Revolution Col. Troup was engaged in the study of the law in the office of John Jay, afterwards Chief Justice of the United States and Governor of this State: he quitted his studies and solicited and obtained the appointment of Lieutenant; and with that rank joined the Continental Army, then stationed upon Long Island, under the command of Gen. Sullivan, early in the year 1776: he was shortly afterwards appointed Aid-de-Camp to Brig. Gen. Woodhull, and was with the latter at the encampment near Brooklyn, when the Americans were attacked and defeated, on the 27th August, by the British forces under the command of Generals Sir Henry Clinton, Percy, and Cornwallis. In that action several Generals and Col. Troup were made prisoners: Col. Troup was confined for some time in the Jersey Prison Ship at the Wallabout, and subsequently transferred to the Provost Prison in this city, where he remained until the spring of 1777, when he was exchanged, and joined the army in New-Jersey. Gen. Gates having been, in the same spring, appointed by Congress to the command of the northern army, selected and appointed Col. Troup one of his Aids-de-Camp, and he joined that army, in that capacity, at Saratoga in August of the same year—was present at the action at Stillwater, and at the surrender of the British army, commanded by Gen. Burguoyne, on the 17th October.

In Feb. 1778, Col. Troup was appointed by Congress Secretary of the Board of War, appointed to sit at the seat of government, of which Gen. Gates was President, and continued to act as such Secretary until the Board was dissolved in the following year, after which Col. Troup went to New-Jersey and completed his law studies with the late Judge Patterson, of the Supreme Court. Some years after the peace, Col. Troup was appointed Judge of the District Court of the United States for the District of New-York, held that office for several years, and then retired to private life.

On Sunday evening, 15th inst. after a short illness, *Catharine B.*, wife of Abraham M. Hazlehurst in her 21st year.

Last evening, 16th inst. *Frances S. Ludlow*, in the 88th year of her age.

At Brooklyn, this morning, 16th inst. *Geo. A. Hicks*, aged 30.

On Wednesday night, 11th inst. *George*, infant child of the late Alexander C. Jackson, aged 10 months—being the *fourth* one of the family that has died within the last 3 weeks.

On Monday evening, 15th inst. after a short illness, *Emmeline*, wife of Edmund B. Bostwick, and only daughter of Thos. B. Smith.

On Monday afternoon 16th inst. Mrs. *Mary Thomson*, wife of Mr. Adam Thomson, in the 51st year of her age.

On Thursday evening, 12th inst. in the 29th year of his age, *John Morgan Glover*, M. D. eldest son of Thomas Glover, Esq.

On Friday, 13th inst. after a short and severe illness, Mrs. *Catharine C. Black*, in the 50th year of her age, wife of John Black.

On Friday, in the 76th year of her age, Mrs. *Mary Stiles*.

Catharine Virginia, 2d daughter of Henry R. Shanklin, aged two years.

At Providence, January 6th, *Anna Elizabeth*, wife of the late Marshall G. Wright, of New-York, and daughter of Col. Thomas L. Halsey.

Thursday morning, 12th inst. *George Berkbeck*, Engineer, in the 38th year of his age.

On Wednesday evening, the 11th inst. *Mary B.*, daughter of Henry Banks, Esq. aged 5 years and 5 months.

Yesterday afternoon, 10th inst. in the 84th year of her age, *Mary*, relict of the late William Ellison, of Orange County.

At Paris, on the 24th October, *Joseph Dorr, Esq.* formerly merchant of Boston, aged 62.

On Friday, the 23d Dec. at the residence of Wm. Green, Mecklenburg county, Va. *Dorothea Ripley*, perhaps the most extraordinary woman in the world. We need say no more than truth of her—she was born at Whitby, England, in the year 1767—her parents were pious Methodists, her father one of Wesley's preachers. She was impressed very young with the necessity of religion, and underwent a most awful and tremendous conviction, and joined the Methodists, to which Society she remained attached for some years—but it appeared she would have to become a public minister, and as they did not encourage their women to preach, she left them and made several attempts to join the Society of Friends, to most of whose rules and regulations she strictly adhered—but as she was much in the habit of travelling in the ministry without leave from the Society, contrary to their rules, she never was able to obtain admission as a member. She has crossed the Atlantic 19 times, 11 of which, since the beginning of 1825—and has travelled no doubt more than any other woman in the world—perhaps a hundred thousand miles—has preached to hundreds of thousands of nearly all classes under the sun, and to the great comforts of very many. It is requested that publishers of newspapers throughout the United States will give this notice an insertion, as her acquaintance was very extensive, particularly in the Northern States. She has been heard to speak of several trunks, &c. which she had left a different places; persons in possession of such articles, will please forward any information of them to John Maddox, Richmond, Va. that it may be communicated to her niece, Mrs. Green, of Mecklenburg county, Va.—[Richmond Compiler.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 149 persons during the week ending on Saturday last, viz: 26 men, 33 women, 55 boys, and 35 girls—of whom 45 were of and under the age of 1 year, 12 between 1 and 2, 23 between 2 and 5, 10 between 5 and 10, 5 between 10 and 20, 11 between 20 and 30, 19 between 30 and 40, 9 between 40 and 50, 4 between 50 and 60, 5 between 60 and 70, 4 between 70 and 80, and 2 between 80 and 90. *Diseases*—Burned or scalded 1, casualty 1, childbed 1, consumption 29, convulsions 6, dropsy 3, dropsy in the head 9, dysentery 2, erysipelas 1, fever 1, fever bilious 1, fever scarlet 1. frozen 10, gravel 1, hives or croup 2, jaundice 1, inflammation of the bowels 5, inflammation of the brain 1, inflammation of the liver 1, influenza 6, intemperance 3, marasmus 5, measles 15, mortification 1, old age 4, palsy 2, peripneumony 3, pneumonia typhodes 1, small pox 9, sore throat 3, stillborn 11, tabes mesenterica 1, unknown 2, whooping cough 3, worms 2.

ABRAHAM D. STEPHENS, City Inspector.

PASSENGERS—

In ship St. Louis, from New Orleans—Mr. and Miss Brown, Mr. Thomas, Mr. Tucker.

In brig Mary, from Trieste—G. Sacchi.

In schr Splendid, from Puerto Cabello—Chas. Massinger.

COMMERCIAL RECORD.

SALES OF REAL ESTATE AT PRIVATE SALE.

By James Bleecker & Sons—Jan. 9.

The Store No. 37 Pine street, purchaser to pay assessment for widening the street—$18,000.

Stores Nos. 50 and 52 Pine street—$51,000.

Lot N.W. corner of Pearl and Fulton sts., 18 ft. front, 20 rear, by 62 in depth,	$27,250
Lot adjoining on Pearl street, 16 7 by 50	16,000
Lot do do 18 by 61	17,100
(Belonging to the estate of the late Moses Judah,)	$60,350

Lots at Williamsburgh.

2 lots on First street, each $420	$840
5 do do do 270	1350
3 do do do 250	750
1 do do	285
1 do do	155
2 do do do 110	220
6 do do	1420
8 do on Grand street	1610
8 do do	1365
21 do on First street	2125

January 10.

The New York Arcade, on Maiden Lane, 56 ft. 9 in. and on John st. 54 ft. 1 inch, for	$60,250
1 lot of ground on Pike street 27 by 85	2820
1 do do do 25 by 85	2625
1 do do do 25 by 85	2675
1 do on Division street 18 9 by 67	4050
1 do on Henry street 25 by 100	2500
1 do cor. Henry and Gouverneur sts. 24 by 80	1250
House and lease of lot 81 Warren st 25 by 75	15,600
Two lots on Cherry, and two on Water sts. 53 by 120	8800
Three-story house and lot, 132 Greenwich, near Cedar street	10,000

Jan. 14.

The two story double brick House and Lot 29 Cedar-st. near William street, lot 28 feet 7 front, 36 10 rear, and about 60 deep, for	$21,000
The three story brick House and Lot 18 Park Place, lot 25 by 75 feet,	14,000
The two story brick House and Lot 553 Greenwich-st. corner of Charlton street, lot 25 by 75,	5,000
Jan. 16.—Four lots of ground, with a large building thereon, on Front street, between Gouverneur's slip and Walnut street Ferry, 100 by 100,	$12,000
1 lot adjoining the above on Front street, 20 feet on Front street, extending into the River,	1,300
1 do. do. same dimensions,	1,350
1 do. opposite side Front street, 20 by 70,	750
1 do. do. do. do.	1,000
2 do. do. with frame building,	3,300
1 do. do. 24 by 70,	800

The above lots are subject to a quit rent to the Corporation.

1 lot No. 659 Water street, 25 by 70,	900
3 two story frame dwellings and lots, Nos. 647, 649 and 651 Water street, lots each 16:8 by 70, $1,325 each,	3,975
The 3 story brick house and lot No. 13 Chambers street, 38:8 in front, with a 3 story brick building in the rear on Augustus street,	11,000
1 lot in Mercer street, between Prince and Houston streets, 25 by 100,	2,000
The house and lot No. 387 Division street, lot 20 by 40,	3,000

LONDON, Nov. 30.—We have no foreign arrival this morning, but it is stated that a considerable decline had taken place in the French Funds on Monday, 3 per cents being 65f. 60c. Although we cannot trace the rumor to any authentic source, it has however produced a heaviness in the Consol market which opened at 83¾ and is now quoted at 83½ ¼. *One o'clock.*—The reported decline in the French Funds not being directly confirmed, the Consol market has rather improved, being now 83 ½ ⅝. *Half past one.*—Consols remain steady.

LIVERPOOL, Nov. 26.—Cotton Market languid; total sales 10,300 bags; 100 S. I. 10 a 17¾; 2000 N. O. 5¾ a 7¾; 1540 Alab. 4¾ a 7d; 4160 Bowed 5 a 6¾d. 300 Am. taken for export. Ashes in limited demand. Tobacco in good demand. Transactions in bonded Flour and Grain not extensive but prices steady. In Hides no improvement.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of *three* columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, *as prepared for that paper*, omitting *all political* subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, *payable in advance*; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of *ten* subscribers, who associate and remit twenty-five dollars, it will be sent for $2,50 each per annum. The Journal will be sent for *any* length of time desired, if paid in advance. It will be published on *Saturdays*.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,
No. 35 Wall-street, New-York.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the *country*, who are desirous of seeing the *advertisements* of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at *one half* the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly* American; and the reading matter as published in the Daily paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum *in advance*,—to subscribers *out* of the city of New-York, and forwarded, according to their *order*, and for *any* length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor.

D. K. MINOR, *No. 35 Wall-st. N.Y.*

☞ The New-York American is published DAILY at $10 per annum, and SEMI-WEEKLY, at $4 per annum *in advance*, as heretofore, at No. 35 Wall street. New-York.

SHIP & BOAT SPIKES.

BOAT SPIKES, 7 in. 6 in. 5 in. 4 in. 3 in.—SHIP SPIKES, 3 in. 4 in. 5 in. 6 in. 7 in. 8 in. 9 in. 10 in.

PATENT WROUGHT SHIP & BOAT SPIKES.

THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the U. States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

☞ All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

☞ Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

J7 tf

POSTSCRIPT.

☞ We have been obliged to omit the publication in this number, of the memorials to the Legislature upon the subject of Rail-roads, a part of which is in type, to make room for the interesting account of the Baltimore and Ohio Rail-road, which was first in hand. They will be attended to in our next, which will be devoted principally to a review of what has been published in the first four numbers of the Journal.

☞ The numerous requests for *exchange* with this Journal, have induced the publisher to make the following proposition:

The *Rail-road Journal* will be forwarded to those Editors who will publish weekly its *List of Contents*.

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LATER FROM FRANCE.—By the *Charles Carroll*, packet ship from Havre, we have papers of 30th November, which are chiefly occupied with the insurrection of Lyons, and present no continental news of interest, except the repeated rumors of a general intention among the great Powers to disarm.

Lyons was still at the latest dates in the power of the operatives; who, however, had permitted the municipality to resume its functions, and to restore and preserve order. No account had reached the Government of the arrival in the revolted city of the Duke of Orleans and Marshal Soult. Uneasiness was beginning to be felt at the silence of the government respecting the course it meant to pursue with regard to Lyons; and from the large military force directed upon it, it was feared the most extreme measures would be resorted to, unless averted by unconditional submission on the part of the insurgents. It is manifest that political feeling had no share in these troubles; for even at their height, the efforts of some few individuals to give them a political bias were wholly unavailing. Low wages, and want of steady employment even at low wages, caused the difficulties.

Other parts of France remained tranquil, the National Guard everywhere evincing the best spirit. Marshal Lobau commanding them in Paris, in an order of the day of 28th Nov., compliments them highly on the alacrity and regularity of their service since the events of Lyons, and specifies as a valuable evidence of it, that on the preceding day, of 1000 men ordered for service 12 only were absent, and some of them unavoidably. Measures were taking to deprive the population of Paris (except the National Guard) of all arms.

Among the suggestions made to the ministry for disposing of the refractory "operatives" of Lyons, is one that they should be colonized at Algiers with all the means of carrying on their accustomed trades.

WARSAW, Nov. 16.—The Cholera has broken out afresh here. Several persons have been attacked so violently, as to be carried off in the twenty-four hours.

Sales at Havre, Nov. 30.—Cotton, 44 bales Georgia, 86f. duty paid; 26 do 86f do; 52 do 83f do; 38 do 81f do; 66 do 78¼f do; 26 do 76f do; 106 do 77½f do; 13 do 86½f do; 16 do 82f do; 30 do 77½f do; Sugar, 26 hhds raw, 66 do.

Stocks on hand at Havre.—Cotton, Nov. 30, 1831, 14,000 bales; Nov. 30, 1830, 56,000 bales.—Coffee, Nov. 30, 1831, 1,000,000 lbs; Nov. 30, 1830, 3,000,000 lbs.—Sugar, from Martinique and Guadaloupe, Nov. 30, 1831, 13,000 hhds; Nov. 30, 1830, 11,000 hhds.

Paris Exchange, Nov. 30.—8 per cents 95 10.; 3 per cents 69 70.

Exchange on London, a 1 mo. 25 20.

Mr. Hayne made his rejoinder to Mr. Clay on Monday last. It was listened to by an immense audience, and the spirit of it is commended as being at once conciliating and frank.

Mr. Clayton, of Delaware, whom severe indisposition had detained from his seat in the Senate, has, we are happy to state, at length been enabled to resume it.

NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Wednesday, January 18, 1832.

ASHES—				
Pot, first sort	100 lbs	5 10	a	5 15
Pearl	do	5 15	a	—
BARILLA—				
Teneriffe	ton	39 00	a	45 00
BEESWAX—				
White	per lb	44	a	45
Yellow	do	19	a	20
BOTTLES—				
Bristol, Porter	gross	7 00	a	8 00
Newcastle Wines	do	7 00	a	7 50
BREAD—				
Navy	do	—	a	2½
Pilot	per lb	—	a	5
Crackers	do	6	a	6½
BRISTLES—				
Russia, first sort	do	60	a	70
Do. common	do	20	a	40
American	do	15	a	50
CANDLES—				
Mould, tallow	do	13	a	—
Dipped	do	11½	a	12
Sperm	do	32	a	33
COAL—				
Liverpool, per chaldron		15 00	a	16 00
Scotch	do	—	a	—
Sidney & Bridgeport	do	12 50	a	14 50
Albion	do	—	a	—
Virginia	do	6 75	a	10 00
Anthracite	per ton	16 00	a	16 00
COCOA—				
Caraccas	per lb	15	a	—
Trinidad	do	5	a	6
W. I. common	do	4	a	—
Para	do	5	a	—
COFFEE				
Cuba	do	11½	a	13½
Brazil	do	—	a	13
Porto Rico	do	12	a	14
Laguira	do	11½	a	13
St. Domingo	do	12½	a	—
Java	do	—	a	13
Jamaica	do	12	a	13
COPPER—				
Sheathing	do	22	a	23
Pig	do	18	a	18½
Old	do	18	a	—
Bolt	do	24	a	—
CORDAGE—				
Foreign	do	10	a	—
Am. Patent	per cwt	11	a	—
CORKS—				
Velvet	per gross	38	a	45
Common	do	20	a	35
Phial	do	6	a	10
COTTON—				
New Orleans	per lb	10	a	11½
Upland	do	7	a	10
Alabama	do	7½	a	11
Tennessee	do	7½	a	9
COTTON BAGGING—				
Hemp	per yd	13	a	17
Flax	do	12	a	16
Do. American	do	19	a	21
DIAPERS—				
Russia, broad	piece	2 37½	a	—
DUCK—				
Russia, U. X.	per bolt	19 00	a	—
Do. Bruisguins	do	19 00	a	—
Do. Zotoff & Konoplff		17 50	a	18 00
Do. 3d quality	do	15 50	a	16 00
Do. inferior	do	13 00	a	15 00
German, Half	do	10 00	a	11 00
Holland, A. A.	do	24 00	a	25 00
Ravens	do	8 50	a	10 00
Amer. Joy's, all flax, No. 1 a 8	do	15 50	a	12 00
Do. Phenix Mills, Paterson, flax, No. 1 a 8		14 00	a	10 00
Do. cotton, Paterson, No. 1 a 10	per yd	26	a	30
DYE WOODS—				
Braziletto	per ton	35 00	a	36 00
Camwood	do	—	a	80 00
Fustic, Cuba	do	23 00	a	24 00
Do. Tampico	do	22 00	a	23 00
Do. Maine	do	13 00	a	15 00
Logwood, Camp'hy	do	25 00	a	26 00
Do. St. Dom	do	20 00	a	21 00
Do. Jamaica	do	—	a	19 00
Nicaragua, Bonaire	do	—	a	30 00
Do. Coro	do	—	a	35 00
Do. Maracai	do	40 00	a	45 00
Do. Hache	do	60 00	a	70 00
FEATHERS—				
Live, Foreign	per lb	14	a	20
Do. American	do	35	a	37½
FISH—				
Dry Cod	per cwt	2 75	a	2 87½
Scale	do	1 75	a	1 87½
Pickled Cod	per bri	—	a	3 75
Do. Salmon	do	12 00	a	13 00
Smoked do	per cwt	—	a	—
Mackerel No. 1	per brl	5 50	a	5 62½
Do. No. 2	do	4 50	a	4 62½
Do. No. 3	do	—	a	2 87½
Shad, Conn. Mess	do	8 50	a	9 26
Herrings	do	2 75	a	—
Do. Smoked	box	25	a	35
FLOUR AND MEAL—				
New York supr fine	brl	—	a	5 25
Troy	do	—	a	—
Western Canal	do	5 62½	a	5 75
Ohio, via do.	do	5 50	a	—
Philadelphia	do	5 25	a	—
Baltimore Howard st.	do	5 50	a	—
Richmond City Mills	do	—	a	5 62½
Do. Country	do	—	a	5 25
Alexandria & Georgetown	do	5 25	a	5 50
Fredericksburg	do	5 25	a	—
Petersburg	do	5 25	a	—
Scratched and fine	do	3 00	a	—
Fine middlings	do	3 50	a	—
Rye Flour	do	4 75	a	—
Indian Meal	do	3 37½	a	3 50
Do.	hhd	16 00	a	—
FRUIT—				
Raisins, Malaga	cask	—	a	3 75
Do. bloom	box	3 00	a	3 25
Do. muscatel	do	3 25	a	3 50
Do. bunch	do	3 75	a	—
Do. Smyrna	lb	6	a	8
Currants, Zante	do	8	a	8½
Almonds, soft shell	do	11	a	12
Do. shelled	do	14	a	16
Figs, Smyrna	do	9½	a	10
Filberts	do	6	a	7
Prunes Bordeaux	do	14	a	18
Tamarinds	do	4	a	6
GRAIN—				
Wheat, North riv.	bshl	—	a	—
Do. Genesee	do	—	a	—
Do. Virginia	do	1 12	a	1 15
Do. N. Carolina	do	1 12½	a	—
Rye, Northern	do	90	a	94
Corn, Yellow, North.	do	70	a	—
Do. White, L. I. & N. J.	do	—	a	—
Do. Southern	do	55	a	60
Barley, North river	do	—	a	—
Oats, South & North.	do	40	a	50
Peas, white dry	bshls	6 00	a	7 00
Do. black eyed	do	—	a	80
Beans	do	7 50	a	9 00
HEMP—				
Russia	ton	210 00	a	225 00
Manilla	do	—	a	245 00
Sisal	do	—	a	—
American dew-rot	do	150 00	a	—
Yarns, Kentucky	lb	9	a	—
HIDES—				
La Plata, Rio Grande	lb	15	a	—
Brazil	do	11½	a	13
Do. wet salted	do	7½	a	—
Oronoco	do	13½	a	14
W. India & Southern	do	11	a	13½
S. A. Horse	piece	1 55	a	1 62½
HOPS—				
First sort, 1831	lb	12½	a	14
Second sort, do	do	10½	a	12
HORNS—Ox	100	5 00	a	20 00
INDIGO—				
Bengal	lb	1 00	a	1 65
Manilla	do	75	a	1 12½
Caraccas	do	1 12½	a	1 36
Guatemala	do	75	a	1 25
IRON—				
Pig, Engl. & Scotch	ton	40 00	a	47 50
Do. American	do	30 00	a	40 00
Bar, do.	do	80 00	a	85 00
Do. Russia, P. S. L.	do	100 00	a	102 50
Do. new Sable	do	84 00	a	85 00
Swedes	do	88 00	a	—
English ass'd	do	—	a	72 00
Sheet, English	cwt	6 75	a	8 00
Peru I. Co. flat & sq.	ton	—	a	105 00
Round	do	100 00	a	140 00
Hoop, American	cwt	5 50	a	7 00
Do. English	do	6 62½	a	6 75
LEAD—				
Pig	per lb	5½	a	6
Bar	do	—	a	6½
Sheet	do	6½	a	7
Old	do	—	a	5
LEATHER—				
Sole, Oak tanned	lb	22	a	28
Do. Hemlock	do	20	a	23
Do. damaged	do	12	a	19
Upper, dressed	side	1 75	a	2 75
Do. undressed	do	1 50	a	2 50
LUMBER—				
Boards, N. R.	M ft	—	a	15 00
Do. East'n Pine	do	16 00	a	17 00
Do. Albany do	pce	16	a	17
Plank, Georgia do	M ft	25 00	a	35 00
Staves, W. O. pipe	do	56 00	a	60 00
Do. do hhd	do	36 00	a	40 00
Do. do bri	do	29 00	a	32 00
Do. R. O. hhd	do	27 00	a	—
Heading W. O.	do	54 00	a	55 00
Hoops	do	25 00	a	33 00
Scantling, Pine	do	15 00	a	16 00
Do. Oak	do	20 00	a	25 00
Timber, Oak	sq. ft	20	a	25
Do. Yellow Pine	do	25	a	30
Shingles, Cypress	M ft	3 75	a	4 00
Do. Pine	bundle	2 50	a	3 00
MOLASSES—				
Martinique & Guad.	gall	26	a	—
English Islands	do	24	a	26
Havana & Matanzas	do	23	a	26
Trinidad de Cuba	do	27	a	—
New Orleans	do	26	a	29
NAILS—				
Cut, 4d to 40d	per lb	6½	a	—
Cut, 3d	do	7	a	8
Cut, 2d	do	8½	a	9
Wrought	do	10	a	16½
NAVAL STORES—				
Tar	per brl	1 50	a	1 56
Pitch	do	—	a	1 62½
Rosin	do	1 12½	a	1 62½
Turpentine Wilm. soft	do	—	a	2 37½
Do. North Co. do.	do	2 12½	a	2 18½
Spirits Turpentine	gall	30	a	33
OILS—				
Florence 30 flasks	box	6 00	a	—
French 12 bottles	bakt	4 00	a	4 50
Olive	per gall	85	a	90
Linseed, American	do	95	a	1 00
Do. Dutch	do	—	a	—
Whale	do	30	a	32
Do. refined	do	—	a	45
Sperm, Summer	do	—	a	80
Do. Winter	do	95	a	98
Liver, Straits	per brl	16 50	a	—
Do. Bank & Shore	do	—	a	14 50
PROVISIONS—				
Beef, Mess	per brl	9 00	a	9 25
Do. Prime	do	5 50	a	6 25
Do. Cargo	do	—	a	—
Butter, N. Y. Dairy	lb	15	a	19
Do. Shipping	do	10½	a	12
Do. Philadelphia	do	10½	a	11
Hog's Lard	per lb	9	a	10½
Pork, Mess	do	13 00	a	13 62½
Do. Prime	do	11 50	a	11 62½
Do. Cargo	do	—	a	—
Cheese, American	lb	5	a	7
Hams, Virginia	do	10	a	—
Do. Northern	do	9	a	10
RAGS—				
Foreign	do	4	a	5½
Country	do	3	a	5
RICE	100 lb	3 12½	a	3 25
SALT—				
Turk's Island, per bush		43	a	—
Isle of May	do	—	a	—
St. Ubes	do	—	a	—
Cadiz	do	—	a	—
Lisbon	do	—	a	—
Liverpool ground	do	40	a	—
Do. blown	do	—	a	—
Do. sack do. per sack		1 87½	a	2 00
SALTPETRE—				
Refined	per lb	—	a	9
Crude E. I.	do	7½	a	—
SHEETINGS—				
Russia, white	piece	11 00	a	11 50
Do. brown	do	9 25	a	9 50
SOAP—				
New-York, Brown	lb	5	a	6
Castile	do	—	a	14
SPELTER	lb	2½	a	3
SPICES—				
Cassia, in mats	lb	21	a	22
Cloves	do	45	a	48
Ginger, race	do	8	a	9
Do. ground	do	7	a	10
Nutmegs	do	1 50	a	—
Pepper	do	14	a	—
Pimento, Jam.	do	—	a	16
SPIRITS—				
Brandy, O. D. & Co.	gall	—	a	1 87½
Do. Rochelle	do	1 81½	a	1 87½
Do. Bordeaux	do	1 50	a	1 55
Rum, Jam. 4th proof	do	1 00	a	1 15
Do. St. Croix, 3d do.	do	83	a	90
Do. Wind. Isl. 2d do.	do	80	a	92
Do. NOrl'ns, 1st do.	do	40	a	45
Do. N. Eng. 1st do.	do	36	a	38
Gin Holl'd, Meder's wan		1 25	a	—
Do. Hour Glass	do	1 25	a	—
Do. Scheidam	do	—	a	—
Do. Country	do	40	a	44
Whiskey, Rye	do	34	a	36
Cider Brandy	do	40	a	42
STEEL—				
German, Has.	per lb	10½	a	12½
English	do	11	a	14
Trieste, in boxes	do	5	a	6½
American	do	5½	a	6
SUGARS—				
British Island	do	6	a	9
St. Croix	do	7	a	9
New Orleans	do	5	a	6½
Havana, White	do	9	a	10
Do. Brown	do	6	a	7½
Do. Muscovado	do	5	a	6½
Porto Rico	do	6½	a	7
Brazil, White	do	6½	a	8
Do. Brown	do	5	a	6½
Manilla, Brown	do	6½	a	7
Lump	do	12	a	13
Loaf	do	14	a	17
TALLOW—				
Foreign	do	—	a	—
American	do	10	a	10½
TEAS—				
Imperial	do	1 00	a	1 25
Gunpowder	do	1 10	a	1 25
Hyson	do	78	a	94
Young Hyson	do	76	a	90
Hyson Skin	do	45	a	72
Souchong	do	40	a	62
Bohea	do	33	a	36
TOBACCO—				
Richmond & Petersb.	do	3	a	6
North Carolina	do	3	a	4½
Kentucky	do	3	a	6
Cuba	do	12	a	20
St. Domingo	do	9	a	15
Manufactured, No. 1	do	10	a	12
Do. No. 2	do	7½	a	8½
Do. No. 3	do	6½	a	7
Ladies' Twist	do	14	a	16
Cavendish, Myer's	do	12	a	30
WHALEBONE—				
Slab	do	—	a	29
WINES—				
Madeira	per gall	1 25	a	2 00
Sherry	do	1 10	a	2 00
Canary, Cogswell's	do	95	a	1 87½
Teneriffe L. P.	do	85	a	1 25
Do. Cargo	do	60	a	75
Malaga, dry	do	48	a	53
Do. sweet	do	50	a	55
Claret	per cask	22 00	a	28 00
Do. in bottles	per doz	2 50	a	7 00
Port	per gall	70	a	1 50
Lisbon	do	80	a	1 25
Marseilles Madeira	do	44	a	54
Catalonia	do	40	a	45
WOOL—				
Merino, Am. fleece	lb	45	a	65
Do. pulled	do	45	a	60
Common	do	28	a	35
Pulled, spinning	do	40	a	45
Lambs, 1st quality	do	—	a	40
Do. 2d quality	do	—	a	38
Do. 3d quality	do	30	a	—